Motorcyclist Deaths
Jan. 2008 – Jul. 2018

This report summarizes all accidental deaths of motorcyclists in traffic-related motor vehicle incidents (MVIs) between January 1, 2008 and July 30, 2018.

Inclusion Criteria: In this report, the term "motorcyclist" is defined as an individual known to have been riding a motorcycle, moped, scooter, and street-legal, licensed dirt bike on public highway when the MVI occurred.

For BC Coroners Service (BCCS) statistics, a traffic-related MVI is one occurring on a public "highway", as defined in the *Motor Vehicle Act*. This definition encompasses any roadway intended for or used by the public for the passage or vehicles, and any private place to which the public has access or is invited (e.g., for parking or vehicle servicing). Private driveways and forest service roads are excluded, except where the forest service road is open to public use. Incidents involving off-road vehicles, industrial vehicles, and farm vehicles are included when occurring on public highways, but excluded when occurring off-road or on a worksite.

Caveats: As the BCCS operates in a live database environment, the data are considered preliminary and subject to change. These data were compiled by date of death, which may differ from the date of injury. In some cases, the death may occur months or years subsequent to injury. These statistics may vary from those reported by other agencies because of differences in data definitions or reporting standards.

General Summary:

- There were 30 motorcyclist deaths from January to July 2018. This is a 114% increase over the number of motorcyclist deaths occurring from January to July 2017.
- Data from January 2008 through July 2018 show that the majority of motorcyclists who died (83%) were known to reside in BC. Ninety one percent were male.
- The Interior and Fraser health authority regions continue to have the highest number of motorcyclist deaths (36.6% and 26.2% respectively), making up 63% of all motorcyclist deaths.
- 55% of decedents were injured in the summer months. Few injuries (4.2%) occurred in the winter.
- Motorcyclists were more likely to be injured on Saturdays (25% of deaths) and Sundays (20% of deaths) than on other days of the week.

Motorcyclist Deaths by Month, Jan. 2008-Jul. 2018[1]											
Month	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Jan.	1	-	-	-	1	1	1	1	-	-	-
Feb.	2	2	2	-	-	1	-	-	1	1	-
Mar.	1	-	2	3	1	2	-	2	-	-	-
Apr.	-	2	2	1	1	1	4	2	3	1	1
May	3	6	5	-	1	5	7	4	3	1	3
Jun.	4	9	7	7	-	-	4	5	2	5	8
Jul.	9	10	4	7	8	3	7	9	12	6	18
Jan.-Jul.:	20	29	22	18	12	13	23	23	21	14	30
Aug.	12	5	5	7	6	9	7	6	7	11	
Sept.	1	8	6	8	3	5	5	2	5	5	
Oct.	5	4	5	2	2	3	-	4	-	3	
Nov.	1	1	-	-	3	2	2	-	-	-	
Dec.	-	1	-	-	-	-	-	-	1	1	
Total	39	48	38	35	26	32	37	35	34	34	30

Fig. 1. Motorcyclist Deaths by Season of Injury, Jan. 2008-Dec. 2017[2]

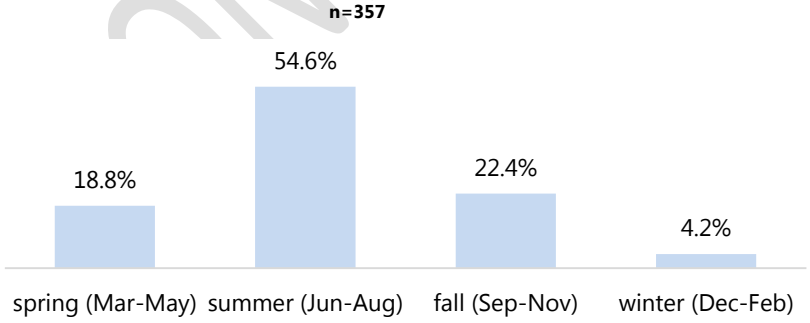
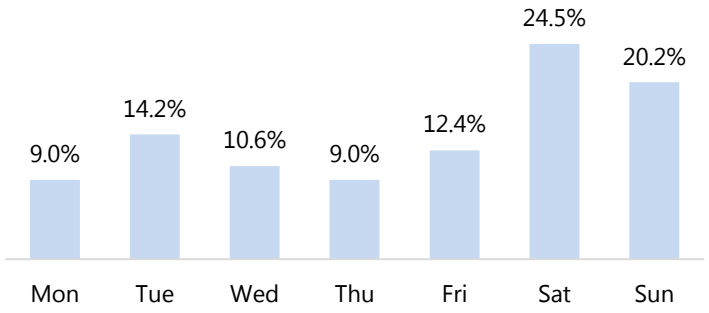
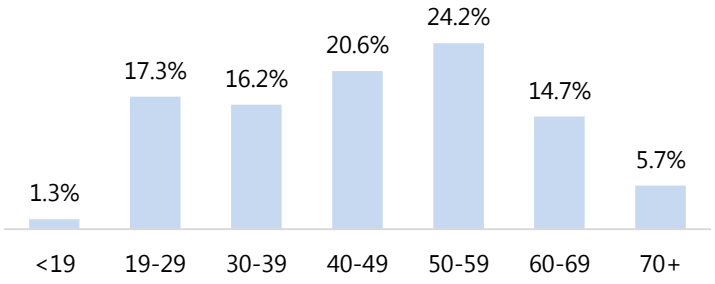


Fig. 2. Motorcyclist Deaths by Day of Injury, Jan. 2008-Jul. 2018[2]
n=387



Motorcyclist Deaths by Age Group, Jan. 2008-Jul. 2018											
Age	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<19	2	-	1	-	-	-	1	-	1	-	-
19-29	10	10	4	7	6	9	1	5	5	1	9
30-39	8	5	4	4	5	6	5	7	6	9	4
40-49	9	13	10	10	7	2	5	9	9	4	2
50-59	4	13	14	11	4	6	14	7	6	11	4
60-69	5	7	3	2	3	4	10	5	6	5	7
70+	1	-	2	1	1	5	1	2	1	4	4
Total	39	48	38	35	26	32	37	35	34	34	30

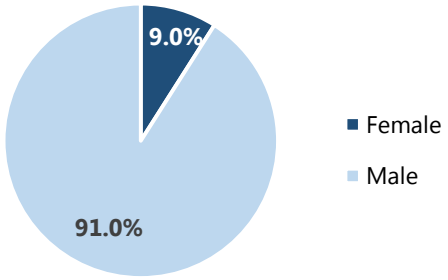
Fig. 3. Motorcyclist Deaths by Age Group as % of Total, Jan. 2008-Jul. 2018
n=388



Motorcyclist Deaths by Sex, Jan. 2008-Jul. 2018											
Sex	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Female	3	4	5	2	1	3	2	4	3	5	3
Male	36	44	33	33	25	29	35	31	31	29	27
Total	39	48	38	35	26	32	37	35	34	34	30

Fig. 4. Motorcyclist Deaths by Sex as % of Total, Jan. 2008-Jul. 2018

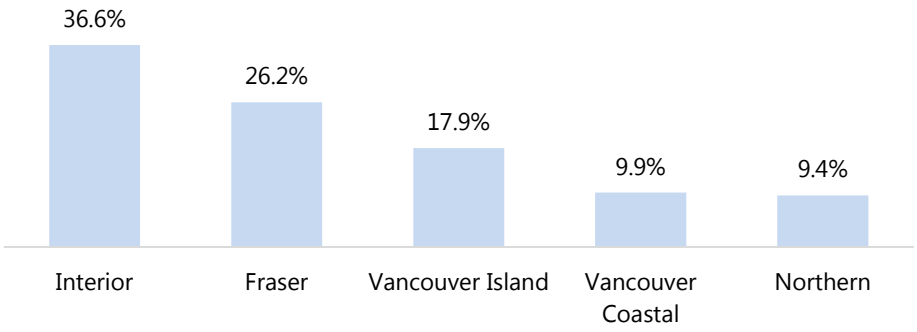
n=388



Motorcyclist Deaths by Health Authority of Injury, Jan. 2008-Jul. 2018[3,4]											
HA	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Interior	13	21	14	11	7	4	18	14	14	13	12
Fraser	9	10	8	10	8	8	9	10	10	9	10
Van. Island	8	8	12	5	2	7	6	5	6	4	6
Van. Coastal	5	6	2	3	5	6	2	3	2	4	-
Northern	4	3	1	6	4	7	2	3	2	3	1
Out of Province	-	-	1	-	-	-	-	-	-	1	1
Total	39	48	38	35	26	32	37	35	34	34	30

Fig. 5. Motorcyclist Deaths by Health Authority of Injury, Jan. 2008-Jul. 2018[3, 5]

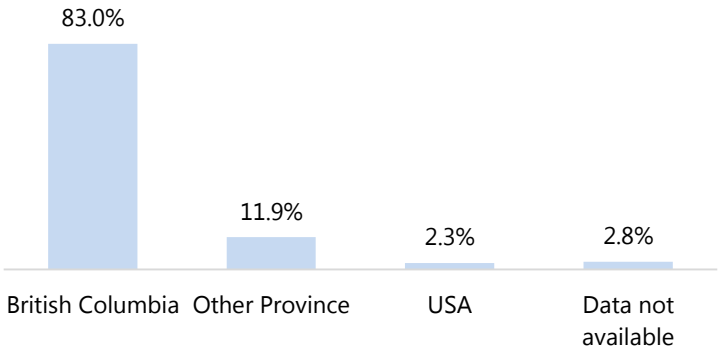
n=385



Motorcyclist Deaths by Decedent Residence, Jan. 2008-Jul. 2018[3,4]											
Place of Res.	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
British Columbia	38	42	34	29	17	29	29	31	26	26	21
Other Province	-	5	3	6	3	3	6	4	7	4	5
USA	-	1	1	-	1	-	1	-	-	3	2
Data not available	1	-	-	-	5	-	1	-	1	1	2
Total	39	48	38	35	26	32	37	35	34	34	30

Fig. 6. Motorcyclist Deaths by Place of Residence, Jan. 2008-Jul. 2018

n=388



Contributing Factors Summary:

- Analysis of completed investigations from 2008 to 2018 found the following:
    - 57% of motorcyclist deaths involved more than one motor vehicle.
    - A helmet was used by at least 86% of decedents.
    - Motorcyclist speed was contributory to 38% of deaths, and motorcyclist impairment to 34% of deaths. Overall, motorcyclist/motorcycle factors contributed to 70% of deaths.
    - Environmental factors contributed to 23% of deaths, and factors related to other motor vehicles and their drivers contributed to 14%.

Fig. 7. Motorcyclist Deaths by MVI Type, Jan. 2008-Jul. 2018[6]
n=284

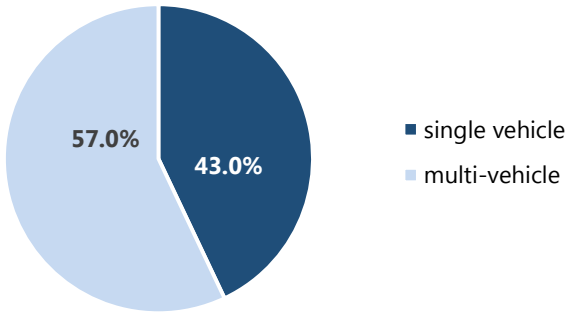


Fig. 8. Motorcyclist Deaths by Helmet Use, Jan. 2008-Jul. 2018[6]
n=284

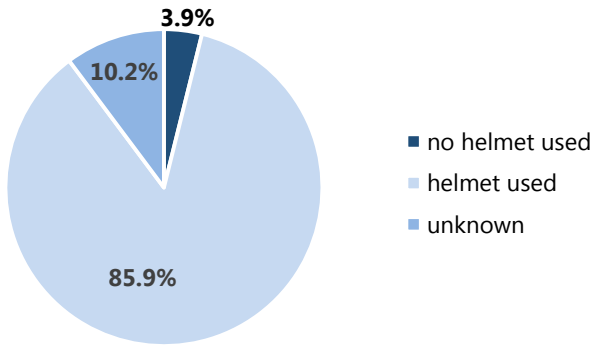
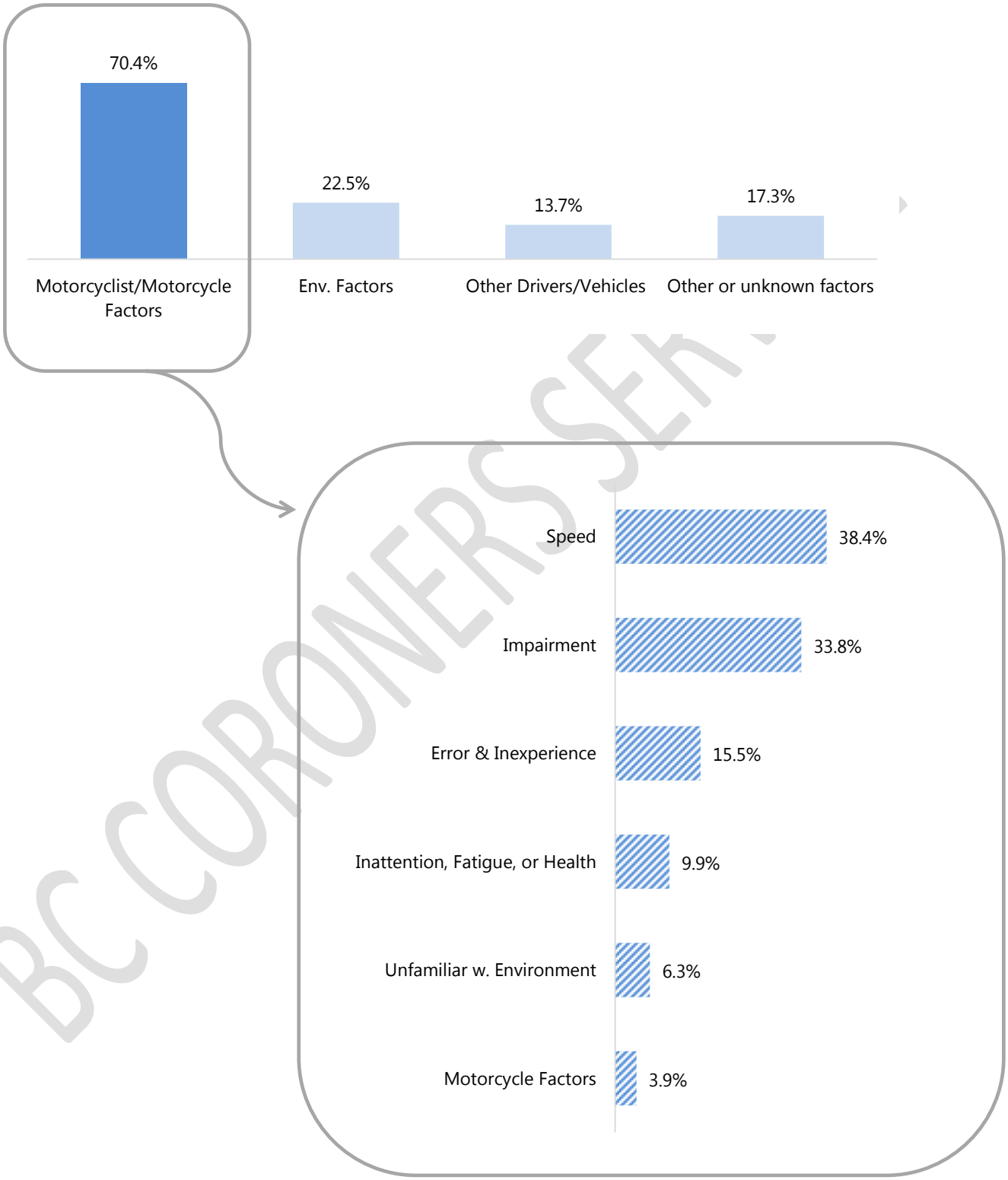


Fig. 9. Contributing Factors in Motorcyclist Deaths, Jan. 2008-Jul. 2018[6,7,8]
n=284



Note: Percentages may sum to more than 100, as one death may have multiple contributing factors.

Notes

1. These data were compiled by date of death, which may differ from the date of injury. In some cases, the death may occur months or years subsequent to injury.

2. One case with an unknown date of injury was excluded.

3. See **Appendix**, below, for a map of health authorities.

4. Health authority of injury is based on township of injury. Where township of injury was unknown (n=4), township of death was used.

5. Deaths resulting from injuries incurred out of province (n=3) are excluded from this chart.

6. Statistics presented are for completed investigations only (n=284).

7. Definitions of Contributing Factors:

Motorcyclist/Motorcycle Factors include characteristics and behaviour of the decedent motorcyclist. Examples of motorcyclist factors include speeding, impairment, inattention, and inexperience. This category also includes features and defect of the decedent's motorcycle, such as faulty brakes, unsuitable tires, and modifications that reduce vehicle stability.

Environmental Factors are aspects of the motorcycle driver's environment. These include weather, light conditions, road conditions, and unexpected obstacles in the roadway.

Other Drivers/Vehicles includes characteristics and behaviour of other drivers and motor vehicles involved in the motor vehicle incident. Examples of other driver factors include speeding, impairment, inattention, and inexperience. This category also includes features and defects of other motor vehicles, such as faulty brakes, unsuitable tires, and modifications that reduce vehicle stability.

8. Definitions of Motorcyclist/Motorcycle Factors:

Error & Inexperience: (a) The driver's abilities were compromised by inexperience; or (b) the driver made an error that was not attributed to impairment or inattention (e.g. failing to yield, making an illegal U-turn, or running a red light); or (c) the driver was driving with no license or with a suspended license.

Impairment: The driver was impaired by the effects of alcohol, illicit drugs, prescription drugs, or over-the-counter medication.

Inattention, Fatigue, or Health: The driver was inattentive[1], including cases where inattention resulted from insufficient rest, sleepiness, or falling asleep; **or** the driver's abilities were compromised by advanced age or a medical condition.

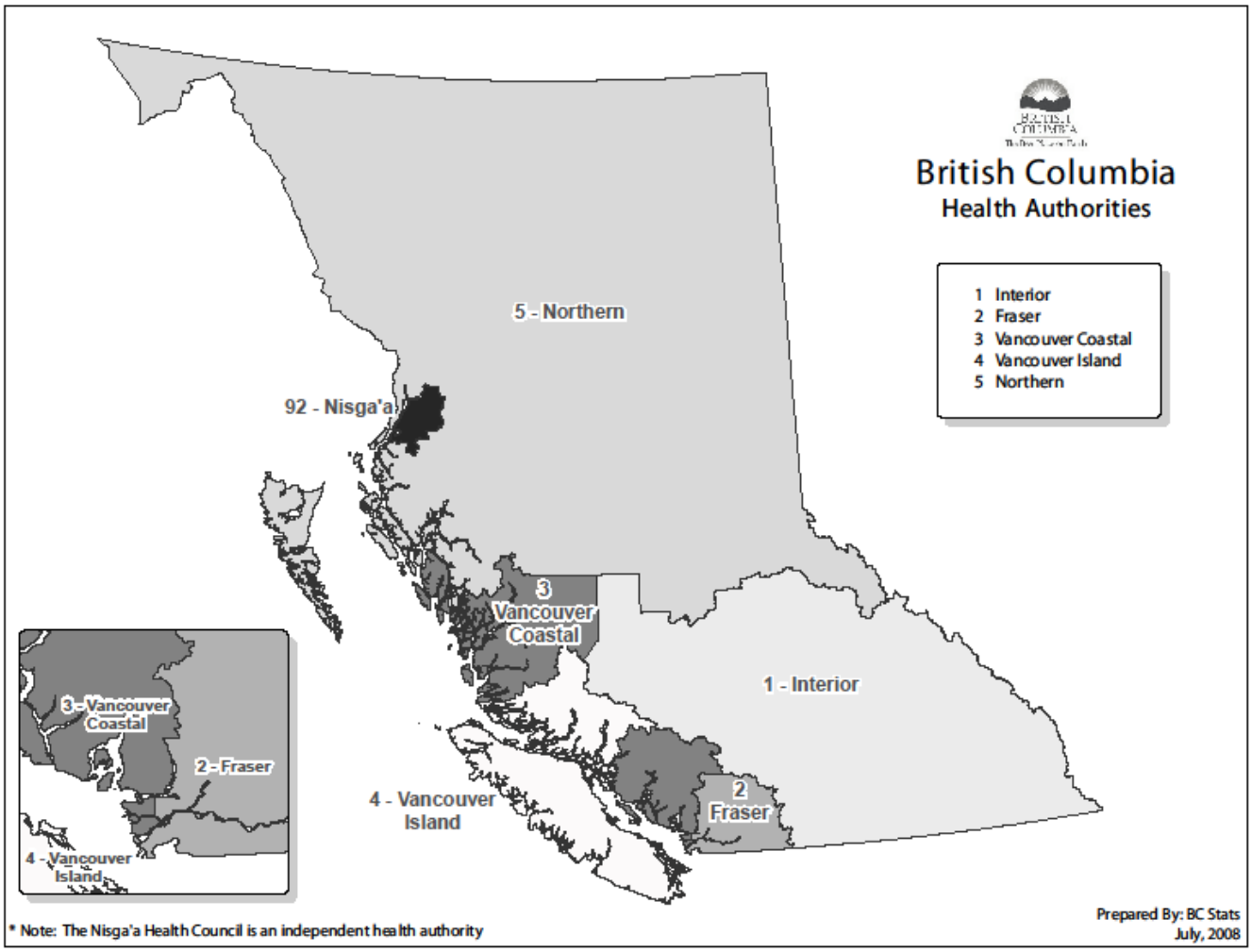
[1] Inattention is defined as 'the voluntary or involuntary diversion of attention from activities critical for safe driving' (adapted from Regan et al., 2011). Inattention may be the result of fatigue, distraction, or daydreaming, or preoccupation with matters unrelated to driving.

Speed: The driver was travelling too fast or too fast for conditions.

Unfamiliar w. Environment: The driver was on an unfamiliar road and/or in an unfamiliar vehicle.

Motorcycle Factors: Mechanical defects, vehicle design, or vehicle modifications contributed to the MVI; or the vehicle's tires were worn, mismatched, or unsuitable for seasonal driving conditions.

Appendix



More information about the health regions can be found at
http://www.bcstats.gov.ca/statisticsbysubject/geography/referencemaps/health.aspx