



MOTORCYCLE/MOPEDS FACTSHEET

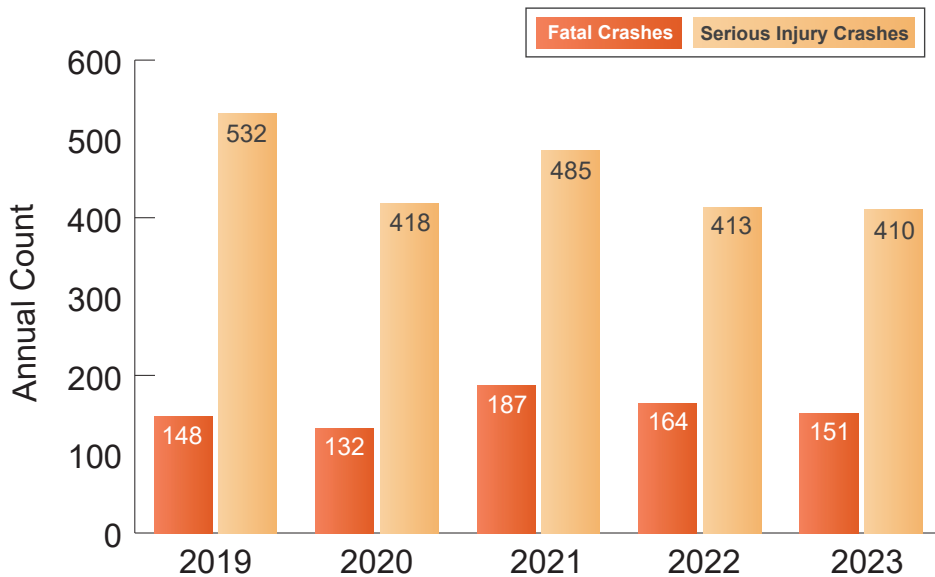
F&SI Crashes = Fatal and Serious Injury Crashes

WHAT IS THE SHSP?

South Carolina's 2025-2029 SHSP is a statewide, comprehensive safety plan that provides guidance for all statewide transportation safety professionals to coordinate efforts toward a common goal of reducing traffic-related fatalities and serious injuries on South Carolina roadways. The SHSP includes information on ongoing state and national safety programs and highlights achievements of SCDOT and SCDPS to improve roadway safety. Thirteen emphasis areas have been identified as the primary focus of the 2025-2029 SHSP, including Motorcycles/Mopeds.

MOTORCYCLE/MOPEDS OVERVIEW

South Carolina's transportation system is intended to serve all users, including motorcyclists. Motorcyclists include all persons operating a motorcycle, moped, or similar device for transportation. Between 2019 and 2023, 3,040 crashes involving motorcyclists resulted in a fatality or serious injury. **More than 16% of all fatal crashes and more than 20% of all serious injury crashes in South Carolina involve motorcycles/mopeds.**



Between 2019 and 2023, an average of 452 serious injury and 156 fatal motorcycle crashes occurred each year. During this time period, serious injury crashes have decreased while fatal crashes have fluctuated.



Motorcycle/Moped F&SI crashes most commonly occur with the following four emphasis areas: Lane Departure (45.2%), Intersection (37.5%), Speeding (32.6%), and Young Drivers (22.3%).



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Crash Statistics (2019–2023)

- Annual average: 156 fatal and 452 serious injury motorcycle/moped crashes
- Serious injury crashes have decreased, while fatal crashes have fluctuated over this period
- Nearly 75% of motorcycle/moped F&SI crashes occurred during warmer months (April–October)
- More than 54% of motorcycle/moped F&SI crashes occurred on Friday, Saturday, or Sunday
- 94% occurred on dry pavement and 92% during clear weather conditions
- 56% of motorcycle/moped operators involved in F&SI crashes were not wearing a helmet or other protective gear
- Top Contributing Factors:
 - » Driving Too Fast for Conditions (26.9%)
 - » Failure to Yield (25.3%)
 - » Under the Influence (11.0%)
 - » Aggressive Operation (4.0%)
 - » Improper Lane Use/Change (3.9%)

POTENTIAL STRATEGIES



Education



KEY TAKEAWAYS

- Motorcycle and moped crashes represent a disproportionately high share of fatal and serious injury crashes due to limited protection for riders
- Helmet non-use remains a significant concern, with more than half of riders in F&SI crashes not wearing protective gear
- Weekend travel patterns are associated with increased motorcycle crash frequency
- Most motorcycle F&SI crashes occur during peak riding season, highlighting opportunities for seasonal education and enforcement
- Collisions with other vehicles are the most common harmful event, followed by rollover-related crashes unique to motorcycles and mopeds