

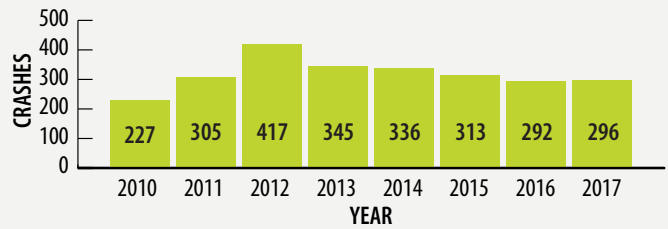
MOPED FACTS – CRASHES (2010-2017)



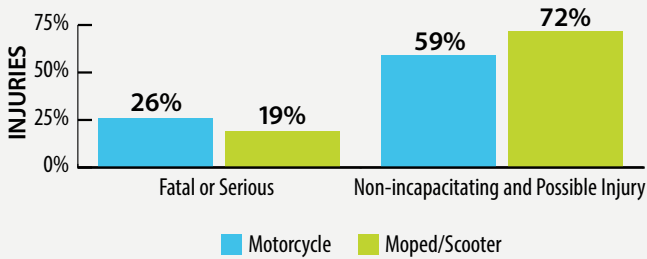
Not all two-wheeled motorized vehicles are motorcycles.

A number of mopeds and scooters contribute to roadway traffic particularly in urban areas. Typically, mopeds and scooters are smaller than motorcycles. They also are less powerful with respect to engine size and horsepower. These differences can lead to unique crash factors and crash circumstances compared to motorcycles.

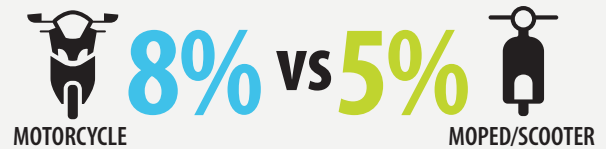
OPERATORS AND PASSENGERS OF MOPEDS/SCOOTERS INVOLVED IN ALL CRASHES. ALL SEVERITY (N=2,531)



MOTORCYCLE VERSUS MOPED/SCOOTER INJURIES



FEW MOPED/SCOOTER RIDERS IN CRASHES ARE PASSENGERS



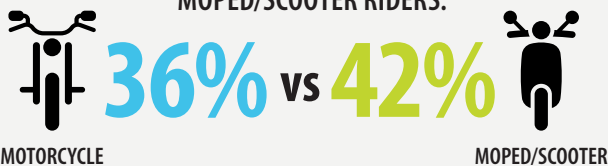
52% OF MOPED/SCOOTER RIDERS KILLED WERE NOT WEARING A HELMET

compared to **36%** of those who were not injured

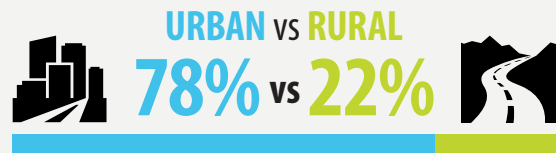
AVERAGE AGE MOTORCYCLE VERSUS MOPED/SCOOTER OR AGE CATEGORIES

Moped/Scooter Average Age		Motorcycle Average Age	
Operator	Passenger	Operator	Passenger
38	27	39	37

NOT USING A HELMET IS MORE PREVALENT AMONG MOPED/SCOOTER RIDERS:



FATAL AND SERIOUS SCOOTER/MOPED INJURIES

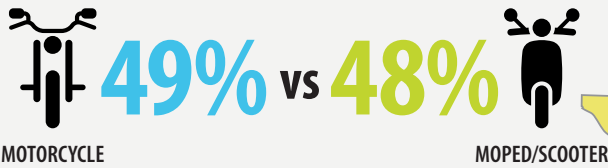


MOPED FACTS – CRASHES (2010-2017)

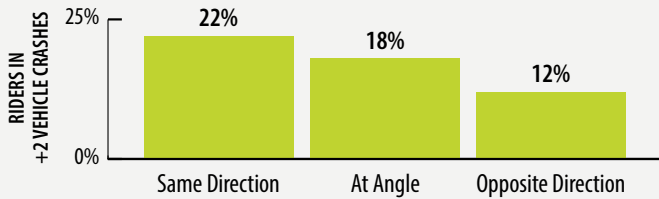
FEMALE OPERATORS IN CRASHES



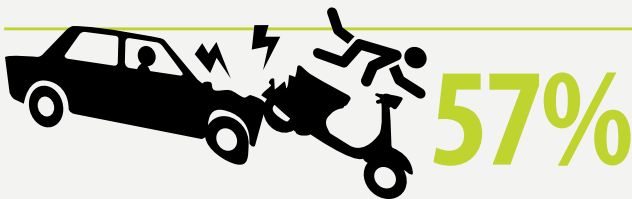
MOPEDS/SCOOTERS ARE INVOLVED IN SINGLE MOTOR VEHICLE CRASHES SIMILAR TO MOTORCYCLES



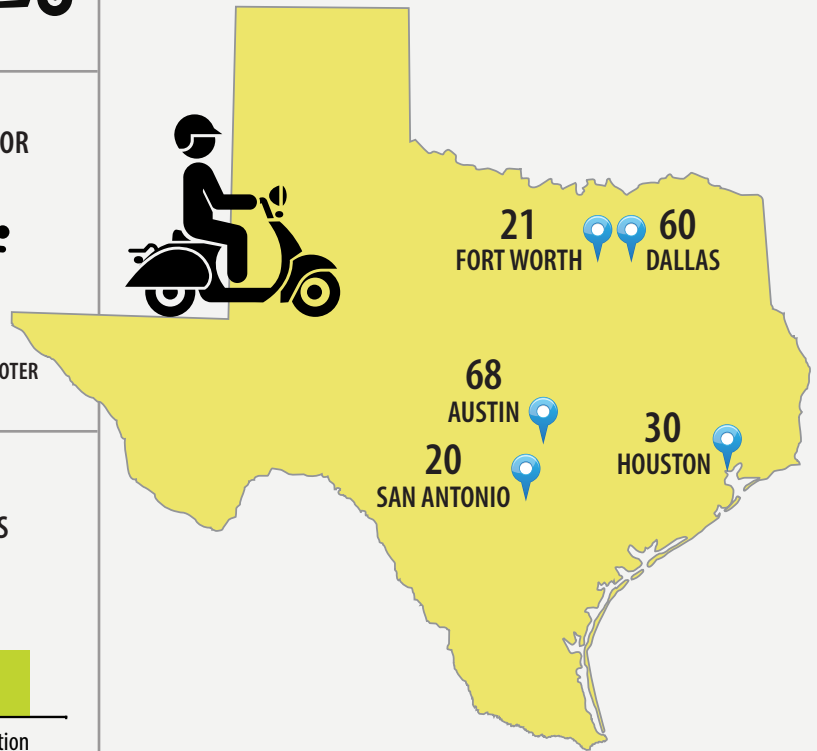
MOPED/SCOOTER MULTI-MOTOR VEHICLE CRASHES



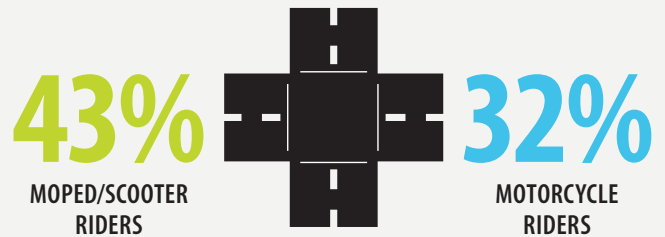
MAJORITY OF MOPED/SCOOTER RIDERS KILLED IN SAME DIRECTION CRASHES WERE REAR-END COLLISIONS



TOP FIVE CITIES WITH FATAL AND SERIOUS MOPED/SCOOTER INJURIES



PERCENTAGE OF FATAL AND SERIOUS INJURIES INTERSECTION RELATED



1. Serious injuries or crashes are defined by TxDOT as suspected serious injuries (formerly incapacitating injuries).
 2. Riders refers to operators and passengers unless otherwise specified.
 3. Data are based on Texas Peace Officer crash reports (CR-3) as of May 21, 2018.