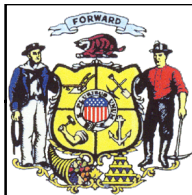
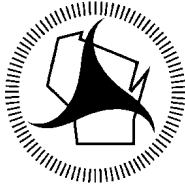


2008 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK



Prepared by the
Wisconsin Department
of Transportation



Wisconsin Department of Transportation

Division of State Patrol
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Dear Traffic Safety Advocate:

The Department of Transportation's Bureau of Transportation Safety is happy to provide to you a copy of the "2008 Wisconsin Motorcycle Safety Facts Book."

This publication includes a wealth of motorcycle crash data and general motorcycling information, which assists our department in developing future highway safety programs. It also supports our goal of improved information sharing among those groups and individuals having an interest in motorcycle safety. We face many challenges, and the commitment to reduce crashes, deaths and injuries continues to be one of WisDOT's top priorities. I extend my thanks to the principal researcher of this document, Donald Lyden III.

To obtain further program information or additional copies of this book, please write Gregory Patzer, WisDOT Bureau of Transportation Safety, P.O. Box 7936, Madison, Wisconsin 53707. Phone: (608) 266-7855. FAX: (608) 267-0441.
email: Gregory.Patzer@dot.wi.gov.

Sincerely,

A handwritten signature in cursive script, reading "Daniel W. Lonsdorf".

Major Daniel W. Lonsdorf
Director

2008 MOTORCYCLE SAFETY AT A GLANCE

- In 2008, there were 6.3 registered motorcycles for every 100 Wisconsin residents. In 10 years, the number of residents holding a Class M endorsement (motorcycle license) has increased by 21% from 375,899 in 1999 to 475,248 in 2008.
- In 2008, 87 motorcyclists, including passengers, were killed in traffic crashes compared to 110 in 2007, a 21% decrease. This figure is also 25% higher than the 65 fatalities that occurred in 1999.
- 2,609 motorcyclists were injured on Wisconsin roads in 2008. That represents a 0.7% decrease from the 2,628 injured in 2007 and a 24.7% increase from 1999. An additional 116 non-motorcyclists were injured in crashes involving motorcycles in 2008.
- While cyclists between ages 35 and 54 account for 53.7% of licensed motorcyclists, they accounted for 46.2% of motorcyclists in crashes in 2008. 16-24 year olds account for only 4.2% of the licensed motorcyclists, but account for 18.0% of those in crashes in 2008.
- Since 1996, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2008, 45 cyclists in this group were killed compared to eleven in 1996. This represents over a four-fold increase.
- Alcohol and/or speed were the primary contributing factors in 63% of fatal single unit motorcycle crashes in 2008 and in 32% of all single unit crashes.
- There were 284 alcohol-related motorcycle crashes in 2008. Of these, 234 or 82.4% occurred between 4 p.m. and 4 a.m.
- In 2008, only 3.3% of passenger car/deer crashes and 1.8% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 73.0% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 19 (22%) of the 87 motorcyclists killed in traffic crashes in 2008.
- Motorcycle helmets were known to have been worn by 42% of all motorcyclists involved in crashes in 2008.
- Nine out of 10 motorcycle crashes occurred on dry pavement in 2008.
- Approximately eight out of 10 Wisconsin residents who hold regular motorcycle endorsements are male.
- Saturday and Sunday are the two most common days for alcohol-related and non-alcohol-related motorcycle crashes. More than half of the alcohol related crashes occurred on these two days.
- More motorcycle crashes occur between 2 p.m. and 7 p.m. than any other five-hour time period.
- In general, more fatalities occur in the more densely populated southeast area of the state than in any other region in Wisconsin.
- The five most frequent possible contributing circumstances in both fatal and non-fatal motorcycle crashes in 2008 were: 1) Failure to control, 2) Speed too fast/conditions, 3) Inattentive driving, 4) Driver condition, 5) Exceeding speed limit.

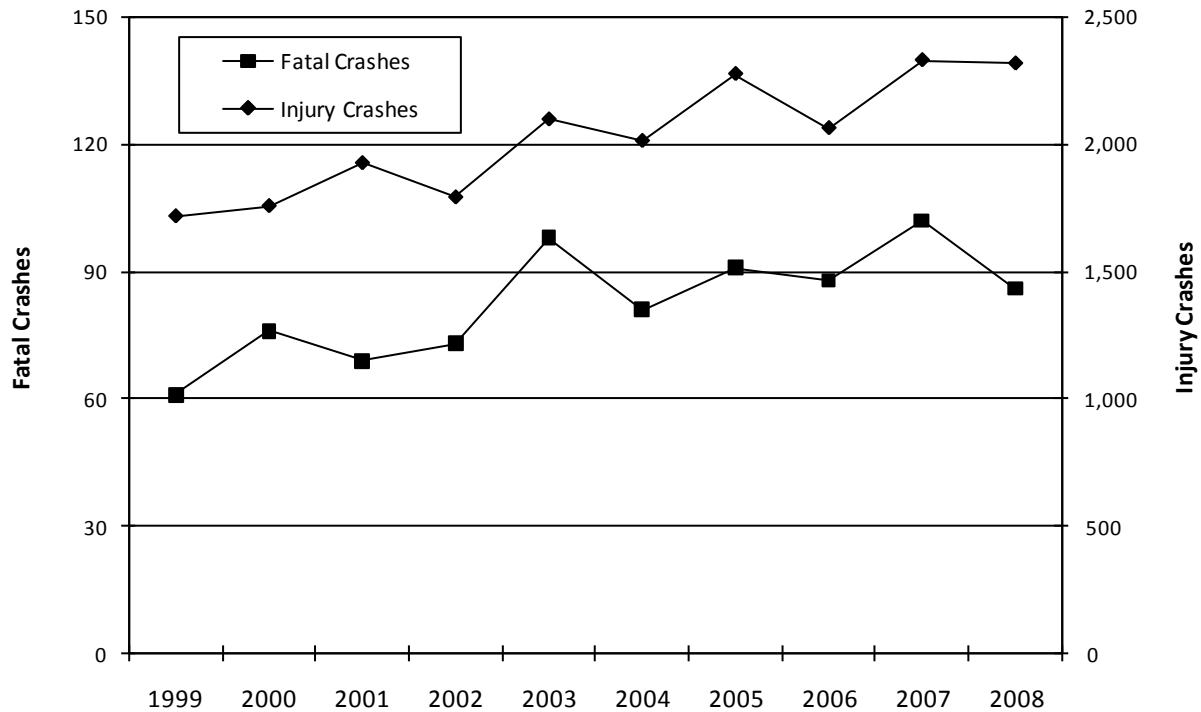
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Motorcycle Crashes 10-Year Summary

Year	Registered Cycles	Cyclist Fatalities	Fatal Crashes	Single Unit Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	Cyclists Killed Without Helmet or Unknown	Cyclists Killed Wearing Helmet
1999	179,494	65	61	31	1,720	231	2,012	48	17
2000	175,486	78	76	35	1,760	242	2,078	63	15
2001	201,143	70	69	41	1,928	288	2,285	56	14
2002	198,495	78	73	34	1,794	317	2,184	63	15
2003	225,181	100	98	57	2,099	315	2,512	76	24
2004	221,982	80	81	47	2,015	327	2,423	62	18
2005	303,040	92	91	45	2,277	312	2,680	70	22
2006	291,534	93	88	46	2,065	288	2,441	69	24
2007	322,505	110	102	51	2,331	355	2,788	70	26
2008	368,307	87	86	48	2,318	425	2,829	66	19

1999-2008 Fatal and Injury Motorcycle Crashes

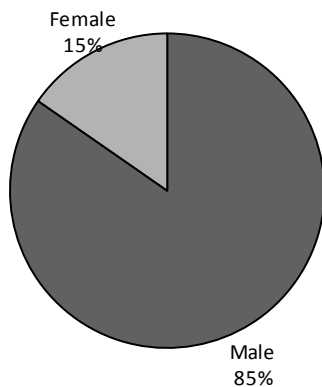


Drivers with Motorcycle Endorsements by Type, Gender, and Age

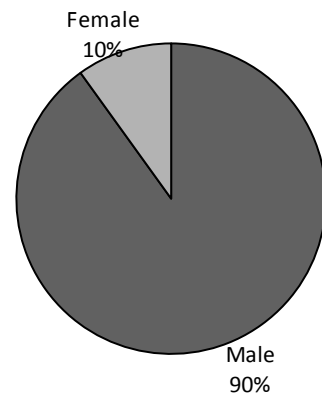
Motorcycle License - Class M									
Age	Instruction Permits		Probationary		Regular		Totals		Total
	Male	Female	Male	Female	Male	Female	Male	Female	
16	0	4	179	23	0	0	179	27	206
17	116	8	644	77	0	0	760	85	845
18	385	22	1,004	110	13	1	1,402	133	1,535
19	516	39	117	12	1,176	157	1,809	208	2,017
20	434	35	73	8	1,649	230	2,156	273	2,429
21	447	37	48	7	1,942	317	2,437	361	2,798
22	418	31	32	3	2,246	352	2,696	386	3,082
23	390	42	19	1	2,630	434	3,039	477	3,516
24	380	37	17	3	3,040	550	3,437	590	4,027
25-34	2,382	359	134	16	43,761	8,686	46,277	9,061	55,338
35-44	1,714	427	71	4	84,367	16,330	86,152	16,761	102,913
45-54	1,259	487	45	1	135,345	21,102	136,649	21,590	158,239
55-64	553	113	10	0	93,109	10,645	93,672	10,758	104,430
65-74	161	22	2	0	31,061	2,793	31,224	2,815	34,039
75+	24	0	1	0	10,065	586	10,090	586	10,676
TOTAL	9,179	1,663	2,396	265	410,404	62,183	421,979	64,111	486,090

Drivers with Motorcycle Endorsements by License Type, Gender, and Percent

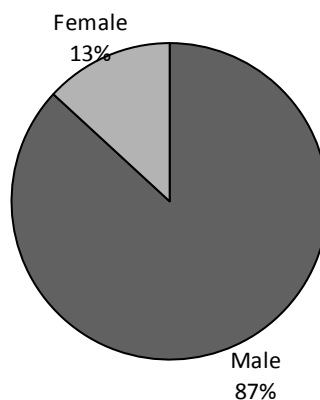
Instruction Permits



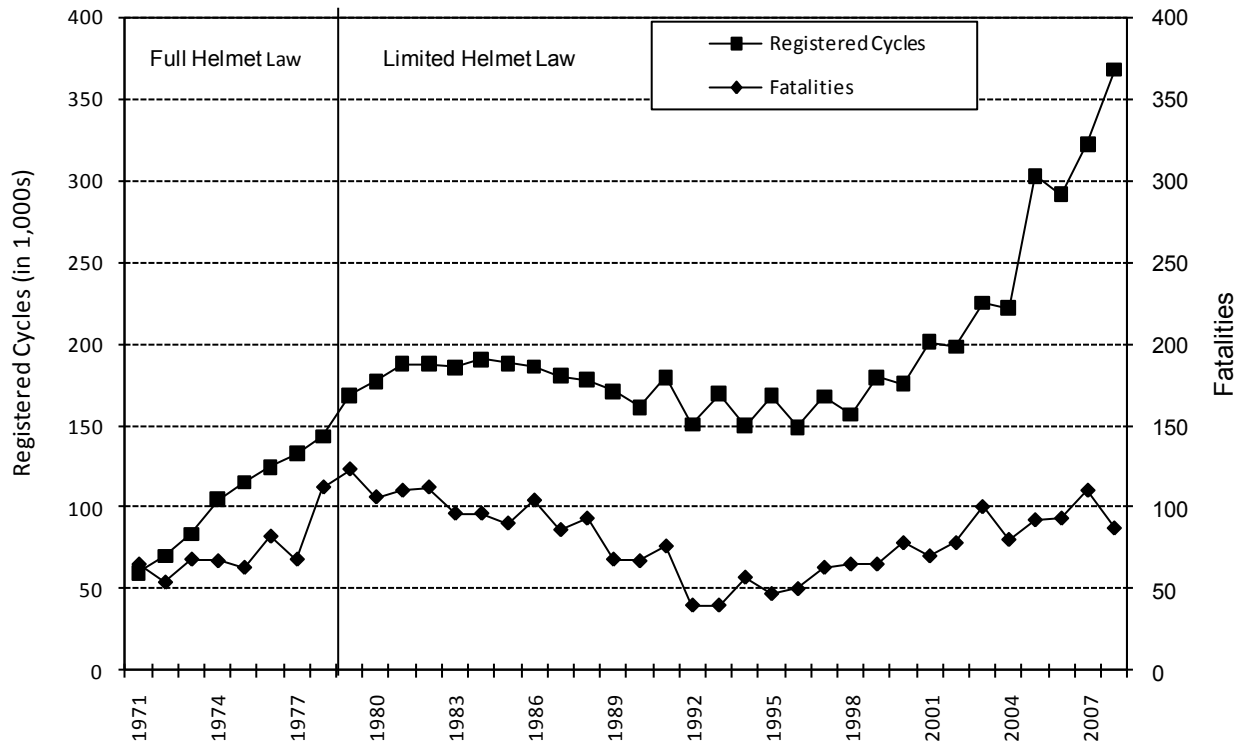
Probationary License



Regular License



Registered Cycles and Motorcycle Rider Fatalities (1971-2008)



Motorcycle Sales in Wisconsin (TOTAL)

Year	New Cycles	Used Cycles Dealer	Used Cycles Private	Total Cycle Sales
2004	17,039	8,342	29,445	54,826
2005	22,241	9,646	25,566	57,453
2006	24,089	10,834	28,608	63,531
2007	24,633	11,837	26,654	63,124
2008	28,417	12,459	32,571	73,447

Motorcycle Sales in Wisconsin (USED)

Year	Dealer	Private	Percent Dealer	Percent Private
2004	8,342	29,445	22.1%	77.9%
2005	9,646	25,566	27.4%	72.6%
2006	10,834	28,608	27.5%	72.5%
2007	11,837	26,654	30.8%	69.2%
2008	12,459	32,571	27.7%	72.3%

Motorcycle Sales (NEW VS USED)

Year	New Cycles	Used Cycles Dealer	Percent	
			New	Used
2004	17,039	3,787	31.1%	68.9%
2005	22,241	35,212	38.7%	61.3%
2006	24,089	39,442	37.9%	62.1%
2007	24,633	38,491	39.0%	61.0%
2008	28,417	45,030	38.7%	61.3%

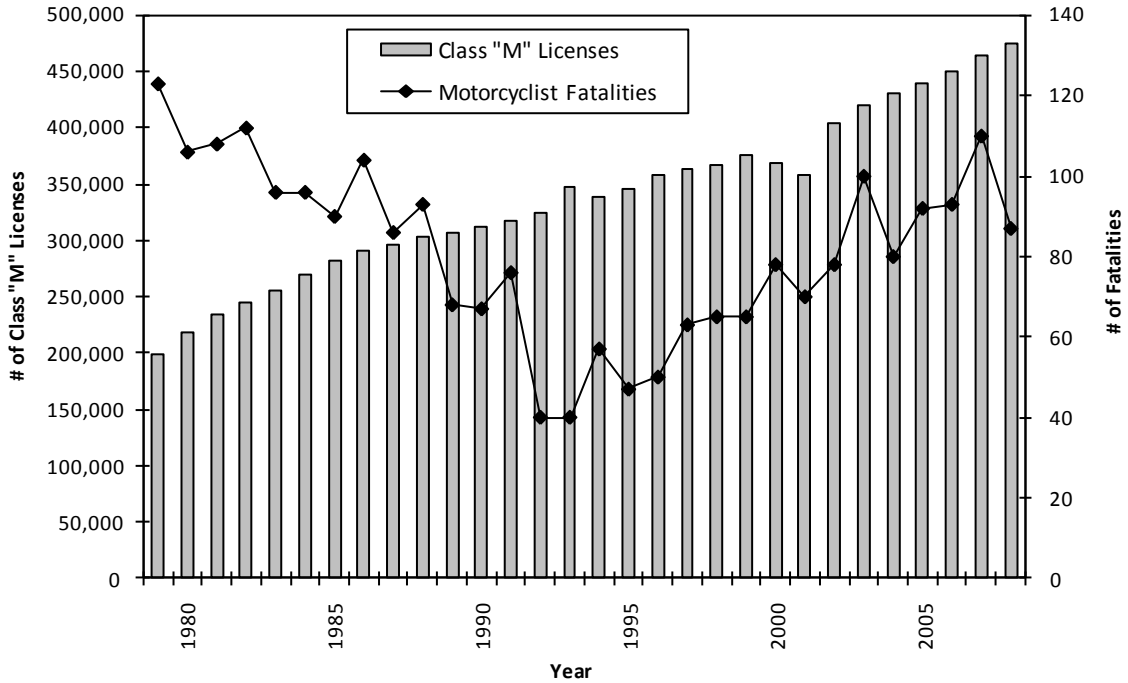
Motorcycle Sales (DEALER VS PRIVATE)

Year	Dealer	Private	Percent	
			Dealer	Private
2004	25,381	29,445	46.3%	53.7%
2005	31,887	25,566	55.5%	44.5%
2006	34,923	28,608	55.0%	45.0%
2007	36,470	26,654	57.8%	42.2%
2008	40,876	32,571	55.7%	44.3%

Registered Cycles and Total Crashes by County

County	2008 Estimated Population	Registered Cycles	Cycles per 1000 Residents	Total Cycle Crashes	Crashes per 100 Registered	Total Vehicle Crashes	% Cycle Crashes
Adams	21,836	1,865	85.41	10	0.54	431	2.32%
Ashland	16,929	1,263	74.61	2	0.16	247	0.81%
Barron	47,727	3,998	83.77	14	0.35	694	2.02%
Bayfield	16,160	1,179	72.96	12	1.02	215	5.58%
Brown	245,168	16,551	67.51	84	0.51	4,072	2.06%
Buffalo	14,200	1,364	96.06	15	1.10	259	5.79%
Burnett	16,791	1,267	75.46	7	0.55	243	2.88%
Calumet	46,292	2,525	54.55	18	0.71	788	2.28%
Chippewa	61,872	5,143	83.12	43	0.84	1,121	3.84%
Clark	34,589	3,080	89.05	9	0.29	645	1.40%
Columbia	56,130	3,996	71.19	32	0.80	1,677	1.91%
Crawford	17,629	1,418	80.44	16	1.13	408	3.92%
Dane	471,559	19,348	41.03	183	0.95	10,225	1.79%
Dodge	89,810	6,553	72.97	43	0.66	1,785	2.41%
Door	30,303	1,806	59.60	19	1.05	781	2.43%
Douglas	44,326	4,229	95.41	22	0.52	850	2.59%
Dunn	43,292	3,223	74.45	22	0.68	1,136	1.94%
Eau Claire	98,302	5,271	53.62	30	0.57	2,277	1.32%
Florence	5,317	715	134.47	7	0.98	131	5.34%
Fond Du Lac	101,740	7,030	69.10	71	1.01	2,592	2.74%
Forest	10,393	1,311	126.14	8	0.61	235	3.40%
Grant	51,290	4,507	87.87	24	0.53	1,276	1.88%
Green	36,493	2,417	66.23	24	0.99	873	2.75%
Green Lake	19,416	1,723	88.74	7	0.41	606	1.16%
Iowa	24,196	2,448	101.17	17	0.69	440	3.86%
Iron	7,048	480	68.10	2	0.42	70	2.86%
Jackson	20,140	4,396	218.27	14	0.32	627	2.23%
Jefferson	81,022	4,849	59.85	29	0.60	1,684	1.72%
Juneau	27,359	2,289	83.67	22	0.96	840	2.62%
Kenosha	162,094	6,143	37.90	94	1.53	3,984	2.36%
Kewaunee	21,358	1,457	68.22	8	0.55	293	2.73%
La Crosse	112,758	5,456	48.39	75	1.37	2,927	2.56%
Lafayette	16,468	3,278	199.05	16	0.49	600	2.67%
Langlade	21,680	2,322	107.10	9	0.39	279	3.23%
Lincoln	30,681	2,699	87.97	14	0.52	762	1.84%
Manitowoc	84,830	5,825	68.67	53	0.91	1,815	2.92%
Marathon	135,190	11,844	87.61	52	0.44	3,188	1.63%
Marinette	44,823	5,282	117.84	24	0.45	991	2.42%
Marquette	15,423	1,179	76.44	8	0.68	400	2.00%
Menominee	4,630	35	7.56	7	20.00	40	17.50%
Milwaukee	938,490	50,812	54.14	410	0.81	22,901	1.79%
Monroe	44,170	4,239	95.97	28	0.66	1,308	2.14%
Oconto	39,261	3,048	77.63	32	1.05	613	5.22%
Oneida	38,903	2,395	61.56	23	0.96	926	2.48%
Outagamie	174,778	10,512	60.14	74	0.70	3,620	2.04%
Ozaukee	87,008	2,675	30.74	41	1.53	1,413	2.90%
Pepin	7,743	692	89.37	9	1.30	124	7.26%
Pierce	40,523	3,219	79.44	34	1.06	538	6.32%
Polk	45,892	2,930	63.85	30	1.02	544	5.51%
Portage	70,506	4,984	70.69	27	0.54	1,569	1.72%
Price	16,088	1,633	101.50	4	0.24	171	2.34%
Racine	196,321	6,439	32.80	91	1.41	3,948	2.30%
Richland	18,317	1,332	72.72	27	2.03	492	5.49%
Rock	160,477	7,887	49.15	101	1.28	3,495	2.89%
Rusk	15,657	1,405	89.74	13	0.93	226	5.75%
St. Croix	79,702	5,611	70.40	42	0.75	1,916	2.19%
Sauk	61,086	4,037	66.09	51	1.26	1,849	2.76%
Sawyer	17,753	1,210	68.16	9	0.74	322	2.80%
Shawano	42,602	2,965	69.60	25	0.84	1,355	1.85%
Sheboygan	117,472	6,623	56.38	55	0.83	2,455	2.24%
Taylor	20,065	3,348	166.86	11	0.33	450	2.44%
Trempealeau	28,278	3,705	131.02	21	0.57	496	4.23%
Vernon	29,719	1,867	62.82	24	1.29	732	3.28%
Vilas	23,044	1,574	68.30	7	0.44	522	1.34%
Walworth	101,315	5,759	56.84	67	1.16	1,958	3.42%
Washburn	17,646	1,270	71.97	4	0.31	302	1.32%
Washington	130,493	7,609	58.31	61	0.80	2,766	2.21%
Waukesha	382,697	18,356	47.96	172	0.94	7,906	2.18%
Waupaca	54,157	3,970	73.31	32	0.81	1,502	2.13%
Waushara	25,322	2,912	115.00	16	0.55	737	2.17%
Winnebago	165,358	9,107	55.07	103	1.13	4,122	2.50%
Wood	77,049	12,806	166.21	19	0.15	1,318	1.44%
Wisconsin 2008	5,675,156	358,695	63.20	2,829	0.79	125,103	2.26%
US 2007	301,621,157	7,138,476	23.67	123,000	1.72	6,024,000	2.04%

Motorcyclist Fatalities and Number of Operators with Class "M" Licenses (1979-2008)



Motorcyclist Injured or Killed by Age and Injury Severity by Gender

Age	Injury Severity by Gender																TOTAL							
	Killed				Incapacitating				Nonincapacitating				Possible				F	M	Unk	Tot				
	F	M	Unk	Tot	F	M	Unk	Tot	F	M	Unk	Tot	F	M	Unk	Tot								
3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	1		
5-9	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	1	3	2	0	5	3	2	0	5
10-14	0	0	0	0	0	0	0	0	3	4	0	7	0	0	0	0	3	4	0	7	3	4	0	7
15	0	0	0	0	1	2	0	3	0	3	0	3	0	1	0	1	1	6	0	7	1	6	0	7
16	0	0	0	0	0	1	0	1	3	6	0	9	1	1	0	2	4	8	0	12	4	8	0	12
17	0	0	0	0	1	5	0	6	3	16	0	19	0	2	0	2	4	23	0	27	4	23	0	27
18	0	0	0	0	1	8	0	9	3	22	0	25	0	8	0	8	4	38	0	42	4	38	0	42
19	1	0	0	1	2	4	0	6	2	26	0	28	2	15	0	17	7	45	0	52	7	45	0	52
20	0	2	0	2	3	13	0	16	8	39	0	47	1	21	0	22	12	75	0	87	12	75	0	87
21	0	2	0	2	4	18	0	22	5	40	0	45	1	10	0	11	10	70	0	80	10	70	0	80
22	0	4	0	4	0	14	0	14	6	35	0	41	0	13	0	13	6	66	0	72	6	66	0	72
23	0	1	0	1	1	11	0	12	5	29	0	34	2	9	0	11	8	50	0	58	8	50	0	58
24	0	1	0	1	4	11	0	15	4	29	0	33	0	11	0	11	8	52	0	60	8	52	0	60
25-34	3	14	0	17	23	96	0	119	33	185	0	218	17	73	0	90	76	368	0	444	76	368	0	444
35-44	3	11	0	14	34	122	0	156	80	214	0	294	34	98	0	132	151	445	0	596	151	445	0	596
45-54	4	23	0	27	51	152	1	204	71	234	0	305	46	112	0	158	172	521	1	694	172	521	1	694
55-64	3	12	0	15	21	83	0	104	21	143	0	164	12	63	0	75	57	301	0	358	57	301	0	358
65-74	0	3	0	3	1	20	0	21	3	35	0	38	3	9	0	12	7	67	0	74	7	67	0	74
75-84	0	0	0	0	0	6	0	6	0	8	0	8	0	1	0	1	0	15	0	15	0	15	0	15
Unknown	0	0	0	0	1	0	0	1	1	2	0	3	0	1	0	1	2	3	0	5	2	3	0	5
TOTAL	14	73	0	87	148	566	1	715	254	1,072	0	1,326	119	449	0	568	535	2,160	1	2,696	535	2,160	1	2,696

F = Female M = Male Unk = Unknown Tot = Total *Motorcyclist* includes motorcycle drivers and passengers.

Motorcycle Crashes by Month and Severity, Total Killed, Total Injured by Urban/Rural Location

Month	Fatal Crashes			Injury Crashes			Property Damage Crashes			Total Crashes			Total Persons Killed			Total Persons Injured		
	Rur	Urb	Tot	Rur	Urb	Tot	Rur	Urb	Tot	Rur	Urb	Tot	Rur	Urb	Tot	Rur	Urb	Tot
Jan	0	0	0	1	2	3	0	0	0	1	2	3	0	0	0	1	2	3
Feb	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	1
Mar	0	0	0	9	9	18	0	0	0	9	9	18	0	0	0	9	10	19
Apr	2	1	3	60	67	127	15	13	28	77	81	158	2	1	3	70	77	147
May	11	2	13	165	139	304	34	28	62	210	169	379	11	2	13	200	159	359
Jun	8	5	13	195	164	359	34	27	61	237	196	433	8	5	13	234	188	422
Jul	9	6	15	272	199	471	37	35	72	318	240	558	9	6	15	325	238	563
Aug	17	2	19	257	207	464	30	51	81	304	260	564	17	2	19	325	233	558
Sep	10	1	11	197	142	339	35	27	62	242	170	412	12	1	13	229	159	388
Oct	8	0	8	94	81	175	27	23	50	129	104	233	8	0	8	116	87	203
Nov	3	1	4	29	28	57	4	4	8	36	33	69	3	1	4	34	28	62
Dec	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0
TOTAL	68	18	86	1,280	1,038	2,318	216	209	425	1,564	1,265	2,829	70	18	88	1,544	1,181	2,725

In this table, *Total Persons Killed* and *Total Persons Injured* include everyone killed or injured in crashes involving motorcycles, not just motorcyclists.
 Rural = an unincorporated area or an incorporated area with a population under 5,000.
 Urban = an incorporated area with a population of 5,000 or more.

2004-2008 Fatal Motorcycle Crashes/Motorcyclists Killed by County

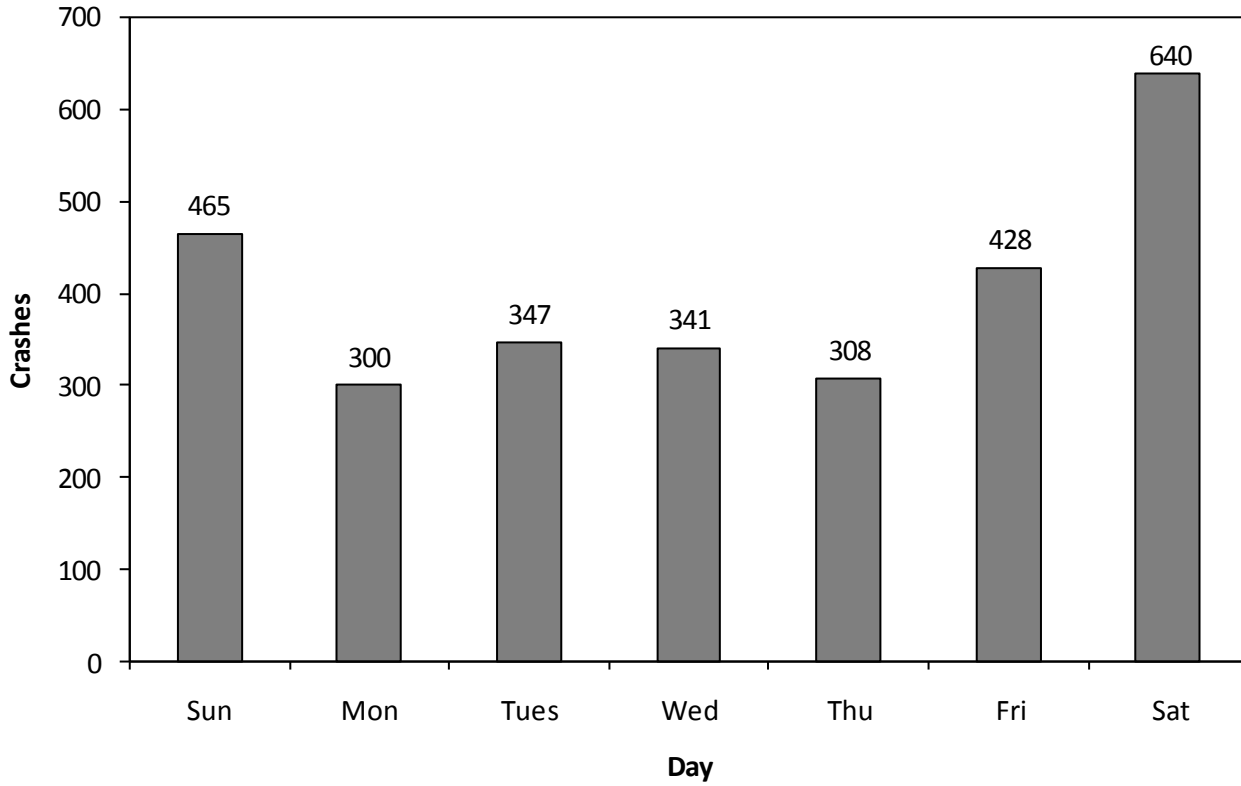


Note: Numbers represent five-year totals of fatal motorcycle crashes/motorcyclists killed. Fatal crash numbers may also include crashes involving non-motorcyclists.

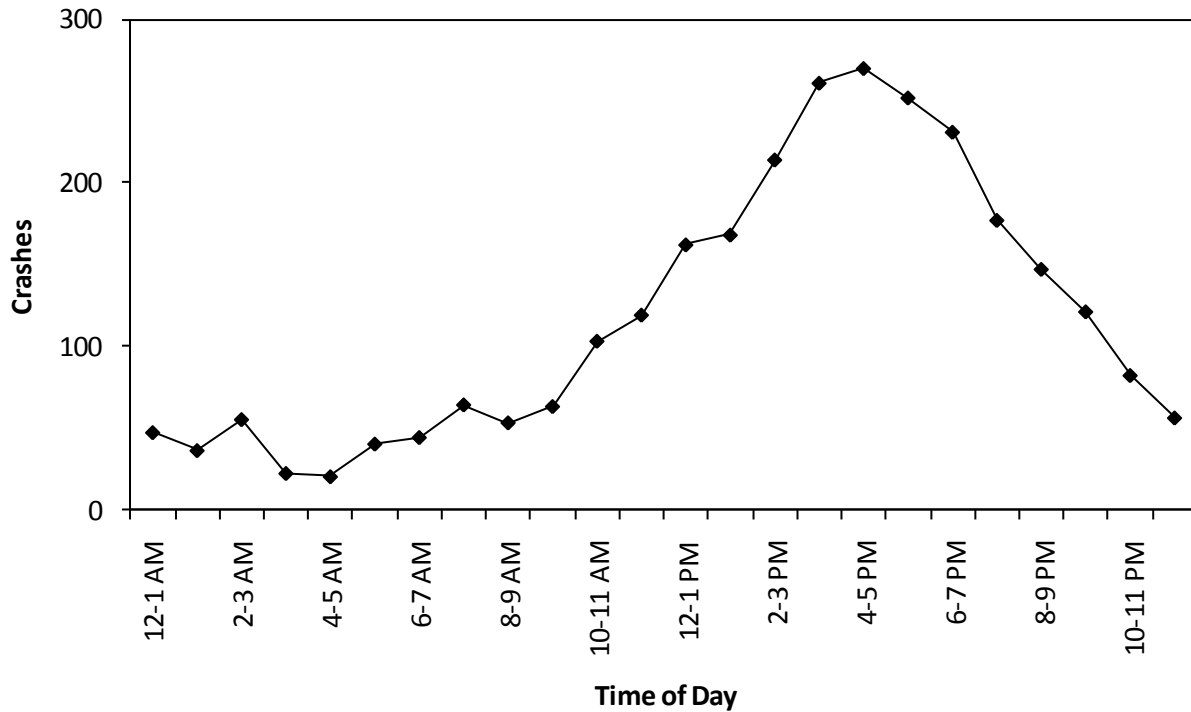
Motorcycle Crashes by Time of Day and Day of Week

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12-1 AM	16	4	4	4	5	9	5	47
1-2 AM	11	6	0	4	5	3	7	36
2-3 AM	21	2	4	2	1	6	19	55
3-4 AM	5	1	1	6	1	1	7	22
4-5 AM	4	1	2	5	2	4	2	20
5-6 AM	1	6	4	9	10	6	4	40
6-7 AM	1	8	10	12	3	8	2	44
7-8 AM	3	14	16	8	12	10	1	64
8-9 AM	4	5	9	7	8	8	12	53
9-10 AM	10	8	2	8	9	8	18	63
10-11 AM	18	8	14	9	8	17	29	103
11-12 PM	20	7	15	14	6	21	36	119
12-1 PM	27	9	17	22	17	26	44	162
1-2 PM	37	16	17	17	10	25	46	168
2-3 PM	43	22	23	19	19	32	56	214
3-4 PM	45	31	28	34	34	32	57	261
4-5 PM	40	33	41	35	24	40	57	270
5-6 PM	39	31	34	30	33	37	48	252
6-7 PM	34	28	32	26	24	40	47	231
7-8 PM	25	20	14	18	22	32	46	177
8-9 PM	30	15	19	19	18	18	28	147
9-10 PM	15	17	16	14	15	19	25	121
10-11 PM	7	6	12	13	15	14	15	82
11-12 AM	5	1	10	5	5	9	21	56
Unknown	4	1	3	1	2	3	8	22
TOTAL	465	300	347	341	308	428	640	2,829

Motorcycle Crashes by Day of Week



Motorcycle Crashes by Time of Day

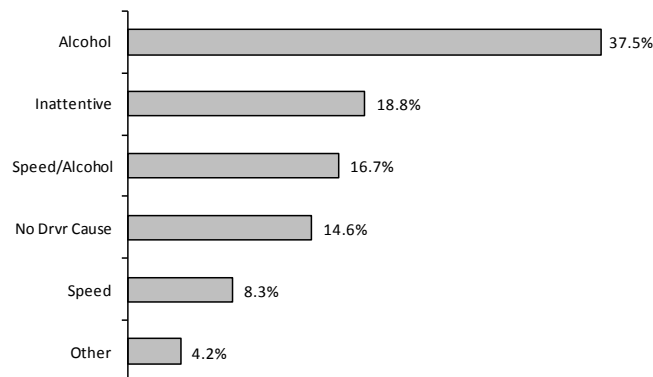


Motorcycle Drivers in Crashes by Age Group

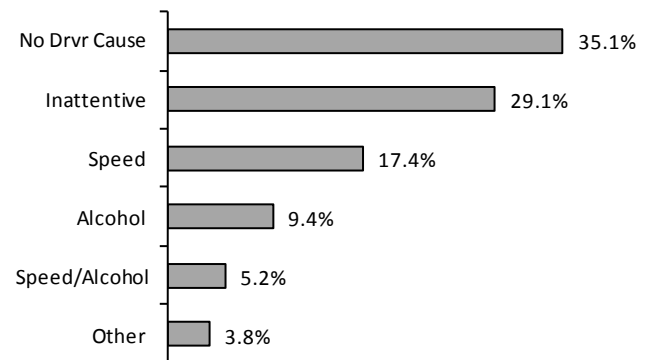
Age	Cyclists with an Instr. Permit or Endorsement	Percent of Licensed Cyclists	Percent of Cyclists in Age Group Involved in Crashes	Number of Cyclists in Age Group in Crashes	Percent of Total Cyclists in Crashes	Cyclists in Fatal Crashes	Cyclists in Injury Crashes	Cyclists in Property Damage Crashes
10-14	0	0.00%	N/A	0	0.00%	0	0	0
15	0	0.00%	N/A	5	0.17%	0	5	0
16	206	0.04%	5.34%	11	0.38%	0	9	2
17	845	0.17%	3.31%	28	0.96%	0	22	6
18	1,535	0.32%	2.67%	41	1.41%	0	37	4
19	2,017	0.41%	2.88%	58	1.99%	0	50	8
20	2,429	0.50%	3.54%	86	2.95%	2	75	9
21	2,798	0.58%	3.07%	86	2.95%	2	74	10
22	3,082	0.63%	2.50%	77	2.64%	5	64	8
23	3,516	0.72%	1.82%	64	2.19%	1	54	9
24	4,027	0.83%	1.81%	73	2.50%	1	59	13
25-34	55,338	11.38%	0.88%	489	16.76%	17	400	72
35-44	102,913	21.17%	0.61%	629	21.56%	13	520	96
45-54	158,239	32.55%	0.45%	718	24.61%	28	615	75
55-64	104,430	21.48%	0.37%	385	13.19%	15	314	56
65-74	34,039	7.00%	0.24%	82	2.81%	3	67	12
75 & over	10,676	2.20%	0.14%	15	0.51%	0	15	0
Unknown	0	0.00%	N/A	71	2.43%	0	14	57
TOTAL	486,090	100.00%	N/A	2918	100.00%	87	2394	437

Single Unit Motorcycle Crashes Primary Driver Contributing Factors

Fatal Crashes



Total Crashes



This report counts Primary Driver Possible Contributing Circumstances (PCCs) marked on the accident report form as well as citations issued by law enforcement officers. It only counts one of the PCCs or citations per crash and counts some PCCs before others. Therefore, for example, the portion of primary PCCs noted as inattentive represents only PCCs for inattention that were the sole PCC given. The numbers for this report were calculated differently than in years prior to 2001 and may not directly compare.

Motorcycle Crashes by Manner of Collision and Highway Class by Urban/Rural Location

Manner of Collision	Highway Class											TOTAL		
	Local Street/Road			County Highway		State Highway			Interstate System					
	Rural	Urban	Total	Rural	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
No Collision w/ vehicle in transit	338	363	701	426	426	386	156	542	21	41	62	1,171	560	1,731
Angle	35	210	245	51	51	67	92	159	0	1	1	153	303	456
Rear end	22	92	114	31	31	88	105	193	4	26	30	145	223	368
Side swipe same direction	11	63	74	12	12	24	41	65	2	12	14	49	116	165
Head on	7	24	31	4	4	8	3	11	0	1	1	19	28	47
Side swipe opposite direction	6	18	24	4	4	12	6	18	0	0	0	22	24	46
Rear to rear	0	1	1	0	0	0	3	3	0	0	0	0	4	4
Unknown	3	4	7	1	1	1	3	4	0	0	0	5	7	12
TOTAL	422	775	1,197	529	529	586	409	995	27	81	108	1,564	1,265	2,829

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

Vehicle Possible Contributing Circumstances in Motorcycle Crashes by Severity and Urban/Rural Location

Vehicle PCC's for Motorcycles	Crash Severity									Total Vehicle PCC's		
	Fatal			Injury			Property Damage					
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Tires	3	0	3	24	16	40	1	0	1	28	16	44
Brakes	1	1	2	12	10	22	2	1	3	15	12	27
Steering	0	0	0	2	4	6	0	0	0	2	4	6
Turn Signals	0	0	0	2	1	3	0	0	0	2	1	3
Head lamps	0	0	0	2	0	2	1	0	1	3	0	3
Stop lamps	0	0	0	1	1	2	0	1	1	1	2	3
Suspension	0	0	0	2	0	2	1	0	1	3	0	3
Tail lamps	0	0	0	1	0	1	0	1	1	1	1	2
Other disabled	0	0	0	0	2	2	0	0	0	0	2	2
Disabled prior crash	0	0	0	0	1	1	0	0	0	0	1	1
Mirrors	0	0	0	1	0	1	0	0	0	1	0	1
Other	0	1	1	18	12	30	3	6	9	21	19	40
TOTAL	4	2	6	65	47	112	8	9	17	77	58	135

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

Note: The numbers in this table represent the number of times a given vehicle PCC was cited as a possible contributing circumstance for a motorcycle in a crash. They do not represent number of crashes

Fixed Objects Struck in Single Unit Motorcycle Crashes

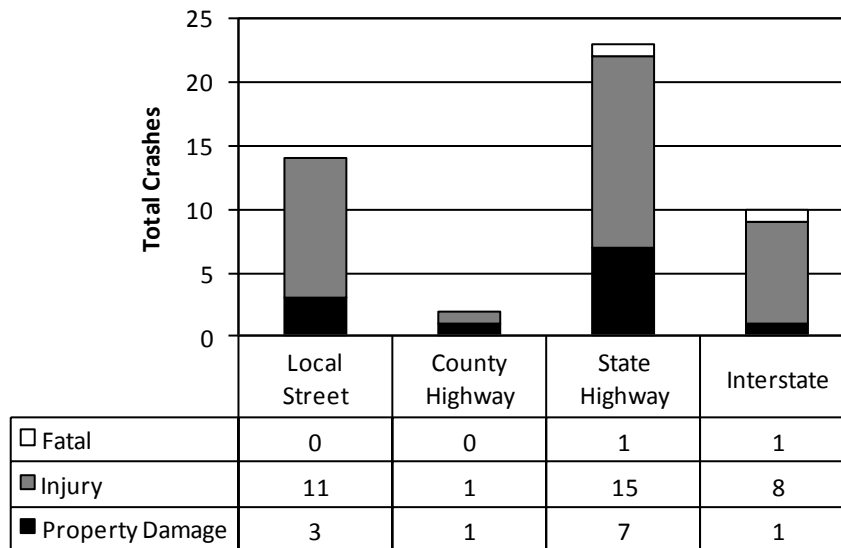
Type of Fixed Object	Fatal			Injury			Property Damage			Total		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Ditch	6	0	6	194	15	209	20	2	22	220	17	237
Curb	0	3	3	16	66	82	1	3	4	17	72	89
Other Fixed Object	1	1	2	28	13	41	1	4	5	30	18	48
Other Object (Not Fixed)	0	0	0	13	9	22	3	0	3	16	9	25
Tree	4	0	4	11	6	17	4	0	4	19	6	25
Guardrail Fence	3	0	3	15	2	17	0	0	0	18	2	20
Embankment	2	1	3	11	0	11	1	1	2	14	2	16
Fence	2	0	2	11	3	14	0	0	0	13	3	16
Traffic Sign Post	0	2	2	5	5	10	3	0	3	8	7	15
Mailbox	1	0	1	6	7	13	0	0	0	7	7	14
Median Barrier	0	0	0	3	10	13	0	0	0	3	10	13
Other Post	2	0	2	7	2	9	0	0	0	9	2	11
Culvert	3	0	3	5	2	7	0	0	0	8	2	10
Utility Pole	1	0	1	2	3	5	0	0	0	3	3	6
Guardrail End	0	0	0	3	0	3	0	0	0	3	0	3
Bridge/Pier/Abut	0	1	1	2	0	2	0	0	0	2	1	3
Traffic Signal	0	0	0	0	1	1	0	0	0	0	1	1
Overhead Sign Post	0	0	0	0	0	0	0	1	1	0	1	1
Bridge Rail	0	0	0	1	0	1	0	0	0	1	0	1
Unknown	0	0	0	4	2	6	1	1	2	5	3	8
TOTAL	25	8	33	337	146	483	34	12	46	396	166	562

Rural = an unincorporated area or an incorporated area with a population under 5,000.

Urban = an incorporated area with a population of 5,000 or more.

Note: This report counts fixed objects struck, not crashes. There may have been more than one fixed object struck in some crashes.

Motorcycle Crashes in Work Zones by Highway Class and Crash Severity



Note: A work zone is "the area between the first advance warning sign and the point beyond the work area where traffic is no longer affected." (Wisconsin traffic Crash Facts).

Motorcycle Crashes by Crash Conditions and Severity with Total Killed, Total Injured

Light Conditions

Light Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Daylight	50	1,730	261	2,041	52	2,027
Dark/Unlit	24	275	28	327	24	335
Dark/Lighted	6	182	47	235	6	209
Dusk	5	95	14	114	5	115
Dawn	0	25	3	28	0	26
Unknown	1	3	3	7	1	3
TOTAL	86	2,310	356	2,752	88	2,715

Weather Conditions

Weather Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Clear	64	1,667	252	1,983	66	1,977
Cloudy	18	555	81	654	18	643
Rain	2	63	19	84	2	68
Fog/Smog/Smoke	0	11	1	12	0	11
Severe Crosswinds	0	4	1	5	0	5
Snow	0	1	0	1	0	1
Other	0	1	0	1	0	1
Unknown	2	9	2	13	2	11
TOTAL	86	2,311	356	2,753	88	2,717

Road Conditions

Road Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Dry	79	2,122	314	2,515	81	2,509
Wet	4	92	20	116	4	99
Sand/Mud/Dirt/Oil	0	42	13	55	0	47
Other	0	8	0	8	0	8
Ice	0	2	0	2	0	2
Snow/Slush	0	0	1	1	0	0
Unknown	2	8	0	10	2	10
TOTAL	85	2,274	348	2,707	87	2,675

Drinking Motorcycle Drivers in Crashes by County and Age

County	Drivers Age						Total HBD Drivers	Total HBD Crashes
	16-19	20-24	25-34	35-44	45-54	55-74		
Adams	0	0	2	0	1	0	3	3
Bayfield	0	0	0	1	1	0	2	2
Brown	1	1	3	0	5	1	11	11
Buffalo	0	0	1	1	0	1	3	2
Burnett	0	0	1	1	0	0	2	2
Calumet	0	0	2	0	0	0	2	2
Chippewa	0	0	3	2	3	0	8	8
Clark	0	1	0	0	0	0	1	1
Columbia	0	0	0	2	3	0	5	5
Crawford	0	0	0	1	0	1	2	2
Dane	0	4	3	3	4	1	15	15
Dodge	0	0	2	3	2	0	7	7
Door	0	0	1	1	1	0	3	3
Douglas	0	0	0	1	1	0	2	2
Dunn	0	1	0	0	2	0	3	3
Eau Claire	0	0	0	2	3	0	5	5
Fond Du Lac	0	1	1	1	1	3	7	7
Forest	0	0	0	0	1	0	1	1
Grant	0	0	0	1	1	0	2	2
Green	0	0	0	0	1	1	2	2
Iowa	0	0	0	1	3	0	4	4
Jefferson	0	0	0	3	0	0	3	3
Juneau	0	1	1	0	1	0	3	3
Kenosha	0	0	3	9	3	3	18	18
Kewaunee	0	0	0	1	0	0	1	1
La Crosse	0	1	2	1	1	0	5	5
Lafayette	0	1	0	1	0	0	2	2
Langlade	0	0	0	0	0	1	1	1
Lincoln	0	0	0	1	1	0	2	2
Manitowoc	0	0	1	0	0	0	1	1
Marathon	0	2	2	0	1	0	5	5
Marinette	0	0	1	0	1	0	2	2
Marquette	0	0	1	0	0	0	1	1
Menominee	0	0	0	0	1	0	1	1
Milwaukee	0	5	6	6	4	1	22	22
Monroe	0	1	0	0	1	0	2	2
Oconto	0	0	0	1	3	1	5	4
Oneida	0	0	1	1	0	1	3	3
Outagamie	0	0	4	1	1	1	7	7
Ozaukee	0	0	0	1	0	0	1	1
Pepin	0	0	1	1	1	0	3	2
Pierce	0	0	0	0	1	0	1	1
Polk	0	0	1	1	3	1	6	6
Portage	0	0	1	1	3	0	5	4
Racine	0	1	3	2	2	1	9	9
Richland	0	0	1	0	0	0	1	1
Rock	0	2	4	6	6	3	21	21
Rusk	0	0	0	1	1	1	3	2
St. Croix	0	0	0	2	4	2	8	7
Sauk	0	3	2	0	3	1	9	9
Shawano	0	0	2	1	0	0	3	2
Sheboygan	0	1	0	1	1	0	3	3
Taylor	0	0	0	0	2	0	2	2
Trempealeau	0	1	1	3	0	0	5	5
Vernon	0	0	0	0	1	0	1	1
Walworth	0	0	0	3	2	0	5	5
Washington	0	2	2	3	1	0	8	8
Waukesha	0	3	1	3	4	1	12	12
Waupaca	0	1	0	1	0	0	2	2
Winnebago	0	1	0	2	2	2	7	7
Wood	0	0	1	1	0	0	2	2
TOTAL	1	34	61	79	88	28	291	284

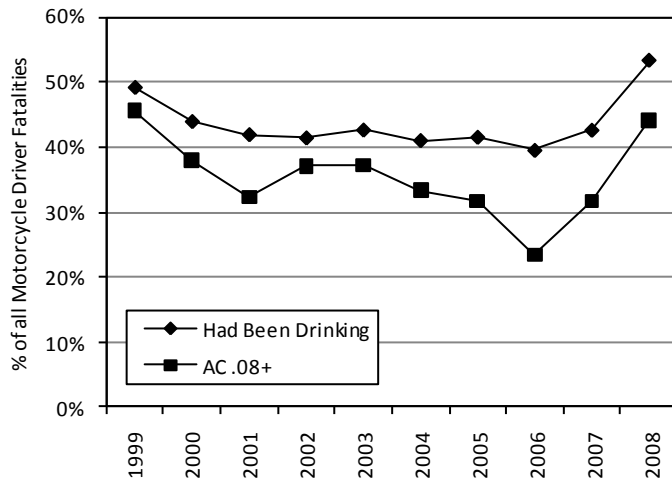
HBD = Had Been Drinking— The two numbers (249 & 243) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes.

Alcohol-Related Crashes by Time of Day and Day of Week Total Killed — Total Injured

Time of Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total Crashes	Total Killed	Total Injured
12-1 AM	4	2	2	2	2	5	2	19	5	16
1-2 AM	4	4	0	0	2	2	3	15	0	14
2-3 AM	10	0	1	1	0	4	11	27	6	24
3-4 AM	0	1	0	1	0	0	2	4	1	4
4-5 AM	1	0	0	3	0	0	0	4	1	4
5-6 AM	0	0	0	0	1	0	0	1	0	1
6-7 AM	0	0	0	1	0	0	1	2	0	2
8-9 AM	0	1	0	0	0	0	0	1	0	1
11-12 PM	0	0	0	1	0	0	1	2	0	2
12-1 PM	0	0	2	0	0	2	0	4	1	4
1-2 PM	1	0	1	1	1	1	0	5	1	4
2-3 PM	3	0	1	0	0	1	4	9	1	10
3-4 PM	2	2	1	1	1	2	5	14	2	17
4-5 PM	3	0	1	2	1	0	9	16	2	18
5-6 PM	1	1	0	3	2	2	6	15	0	14
6-7 PM	8	0	3	2	4	6	14	37	5	50
7-8 PM	4	2	2	0	2	3	15	28	3	26
8-9 PM	5	0	3	2	0	2	6	18	3	21
9-10 PM	6	1	1	3	0	1	5	17	0	19
10-11 PM	3	1	1	4	4	3	4	20	2	17
11-12 AM	1	0	3	1	1	5	7	18	5	13
Unknown	4	0	1	1	0	0	2	8	5	3
TOTAL	60	15	23	29	21	39	97	284	43	284
Percentage	21.1%	5.3%	8.1%	10.2%	7.4%	13.7%	34.2%	100.0%		

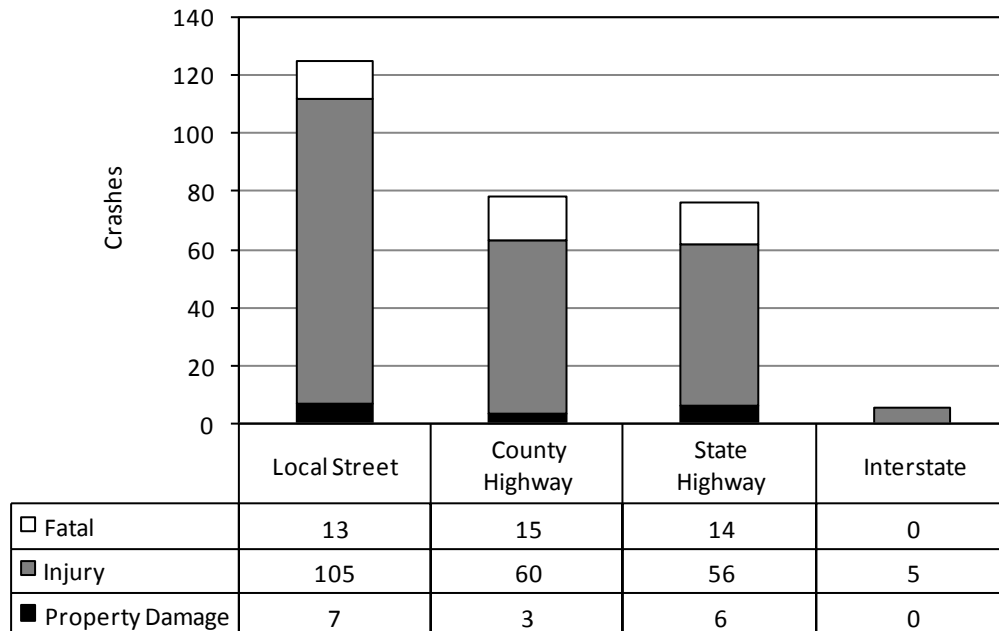
Note: This table represents crashes where the motorcyclist had been drinking. Time of day refers to a one-hour interval. Crashes could also include non-motorcyclists in which a motorcycle was involved.

1999-2008 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



	Motorcycle Driver Fatalities	Alcohol Concentration			Had Been Drinking
		Negative or Unknown	.01-.07	.08+	
1999	57	29	2	26	49.10%
2000	66	37	4	25	43.90%
2001	62	36	6	20	41.90%
2002	70	41	3	26	41.40%
2003	94	54	5	35	42.60%
2004	78	46	6	26	41.00%
2005	82	48	8	26	41.50%
2006	81	49	13	19	39.50%
2007	101	58	11	32	42.57%
2008	77	36	7	34	53.24%
Total	768	434	65	269	43.48%
%	100%	56.51%	8.46%	35.02%	43.48%

Alcohol-Related Motorcycle Crashes by Highway Class and Crash Severity



Note: This chart includes only crashes where the motorcyclist had been drinking.

Safety Equipment Use on Motorcycles by Injury Severity and Seat Position

Injury Severity	Seat Position by Safety Equipment Use									
	Driver					Passenger				
	Helmet Worn	*Eye Protection	None	Unknown	Total	Helmet Worn	*Eye Protection	None	Unknown	Total
Not Injured	204	132	80	91	507	25	15	8	3	51
Incapacitating	209	267	123	20	619	25	35	24	8	92
Nonincapacitating	534	418	182	34	1,168	61	43	42	3	149
Possible	246	159	57	32	494	25	22	14	4	65
Killed	18	34	23	2	77	1	6	3	0	10
TOTAL	1,211	1,010	465	179	2,865	137	121	91	18	367

Injury Severity	Seat Position by Safety Equipment Use									
	Sidecar					Total				
	Helmet Worn	*Eye Protection	None	Unknown	Total	Helmet Worn	*Eye Protection	None	Unknown	Total
Not Injured	0	1	0	0	1	229	148	88	94	559
Incapacitating	1	1	0	0	2	235	303	147	28	713
Nonincapacitating	2	1	1	0	4	597	462	225	37	1,321
Possible	0	0	2	0	2	271	181	73	36	561
Killed	0	0	0	0	0	19	40	26	2	87
TOTAL	3	3	3	0	9	1,351	1,134	559	197	3,241

*Eye protection is required by law. Those riders designated as wearing eye protection were NOT wearing helmets. Wisconsin law waives eye protection if the windshield is of sufficient height; those riders may be designated as NONE.

Note: This report counts only those motorcyclists for whom seat location was recorded on the accident report form.

Motorcyclists Injured by Age and Role by Safety Equipment Use

Age	Driver						Passenger					
	Helmet Only	Helmet & Eye Protection		None	Unknown/Other	Total	Helmet Only	Helmet & Eye Protection		None	Unknown/Other	Total
		Eye Protection	Eye Protection					Eye Protection	Eye Protection			
3	0	0	0	0	0	0	0	0	1	0	0	1
5-9	0	0	0	0	0	0	3	2	0	0	0	5
10-14	0	0	0	1	0	1	0	6	0	0	0	6
15	4	0	0	1	1	6	1	0	0	0	0	1
16	1	6	0	2	0	9	0	1	2	0	0	3
17	7	11	2	2	0	22	0	2	0	3	0	5
18	8	16	6	6	1	37	0	2	2	1	0	5
19	7	23	12	3	2	47	0	2	0	2	0	4
20	13	36	12	10	3	74	1	2	1	5	1	10
21	17	29	13	10	2	71	1	1	2	2	1	7
22	13	25	17	9	0	64	0	1	1	2	0	4
23	6	20	16	6	2	50	0	3	2	1	0	6
24	15	16	14	8	1	54	1	0	2	2	0	5
25-34	56	98	157	56	14	381	4	5	19	13	3	44
35-44	52	127	204	88	16	487	8	11	41	26	1	87
45-54	88	129	241	103	25	586	15	15	22	18	6	76
55-64	48	75	125	48	12	308	7	13	5	5	2	32
65-74	13	21	25	4	3	66	0	3	0	0	1	4
75-84	2	7	0	5	1	15	0	0	0	0	0	0
Unknown	0	0	0	0	3	3	0	1	0	0	0	1
TOTALS	350	639	844	362	86	2,281	41	70	100	80	15	306

Age	Sidecar						Total					
	Helmet Only	Helmet & Eye Protection		None	Unknown/Other	Total	Helmet Only	Helmet & Eye Protection		None	Unknown/Other	Total
		Eye Protection	Eye Protection					Eye Protection	Eye Protection			
3	0	0	0	0	0	0	0	0	1	0	0	1
5-9	0	0	0	0	0	0	3	2	0	0	0	5
10-14	0	0	0	0	0	0	0	6	0	1	0	7
15	0	0	0	0	0	0	5	0	0	1	1	7
16	0	0	0	0	0	0	1	7	2	2	0	12
17	0	0	0	0	0	0	7	13	2	5	0	27
18	0	0	0	0	0	0	8	18	8	7	1	42
19	0	0	0	0	0	0	7	25	12	5	2	51
20	0	1	0	0	0	1	14	39	13	15	4	85
21	0	0	0	0	0	0	18	30	15	12	3	78
22	0	0	0	0	0	0	13	26	18	11	0	68
23	0	0	0	0	0	0	6	23	18	7	2	56
24	0	0	0	0	0	0	16	16	16	10	1	59
25-34	0	1	0	1	0	2	60	104	176	70	17	427
35-44	0	0	1	0	0	1	60	138	246	114	17	575
45-54	1	0	0	2	0	3	104	144	263	123	31	665
55-64	0	0	0	0	0	0	55	88	130	53	14	340
65-74	0	0	0	0	0	0	13	24	25	4	4	70
75-84	0	0	0	0	0	0	2	7	0	5	1	15
Unknown	0	0	1	0	0	1	0	1	1	0	3	5
TOTALS	1	2	2	3	0	8	392	711	946	445	101	2,595

Note: This report counts only those motorcyclists for whom seat location was known. Wisconsin law waives eye protection if the windshield is of sufficient height; those riders may be designated as NONE.

Motorcyclists Killed by Age and Role by Safety Equipment Use and Gender

Age	Motorcycle Driver										Motorcycle Passenger: On Bike											
	Helmet Only		Helmet & Eye		Eye Only		None		Eq Use Unk		Total	Helmet Only		Helmet & Eye		Eye Only		None		Eq Use Unk		Total
	M	F	M	F	M	F	M	F	M	F	M&F	M	F	M	F	M	F	M	F	M	F	M&F
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
20	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
21	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
22	0	0	1	0	1	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	
23	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
24	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
25-34	1	0	3	1	6	0	4	0	0	0	15	0	0	0	0	0	2	0	0	0	2	
35-44	2	1	0	0	5	0	3	0	1	0	12	0	0	0	0	0	2	0	0	0	2	
45-54	2	0	2	0	13	0	5	1	1	0	24	0	0	0	0	0	2	0	1	0	3	
55-64	0	0	1	1	7	0	4	0	0	0	13	0	1	0	0	0	0	0	1	0	2	
65-74	0	0	1	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
TOTALS	6	1	9	2	34	0	22	1	2	0	77	0	1	0	0	0	6	0	3	0	10	

Age	Motorcycle Passenger: In Side Car										TOTAL											
	Helmet Only		Helmet & Eye		Eye Only		None		Eq Use Unk		Total	Helmet Only		Helmet & Eye		Eye Only		None		Eq Use Unk		Total
	M	F	M	F	M	F	M	F	M	F	M&F	M	F	M	F	M	F	M	F	M	F	M&F
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
22	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	4
23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
24	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
25-34	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	6	2	4	0	0	0	17
35-44	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	5	2	3	0	1	0	14
45-54	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	13	2	5	2	1	0	27
55-64	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	0	4	1	0	0	15
65-74	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	3
TOTALS	0	0	0	0	0	0	0	0	0	0	0	6	1	9	3	34	6	22	4	2	0	87

Note: This report counts only those motorcyclists with seat location recorded.

F = Female, M = Male, Tot = Total

Helmet Only = Helmet worn, no eye protection

Helmet & Eye = Helmet worn, eye protection worn

Eye Only = No Helmet worn, eye protection worn

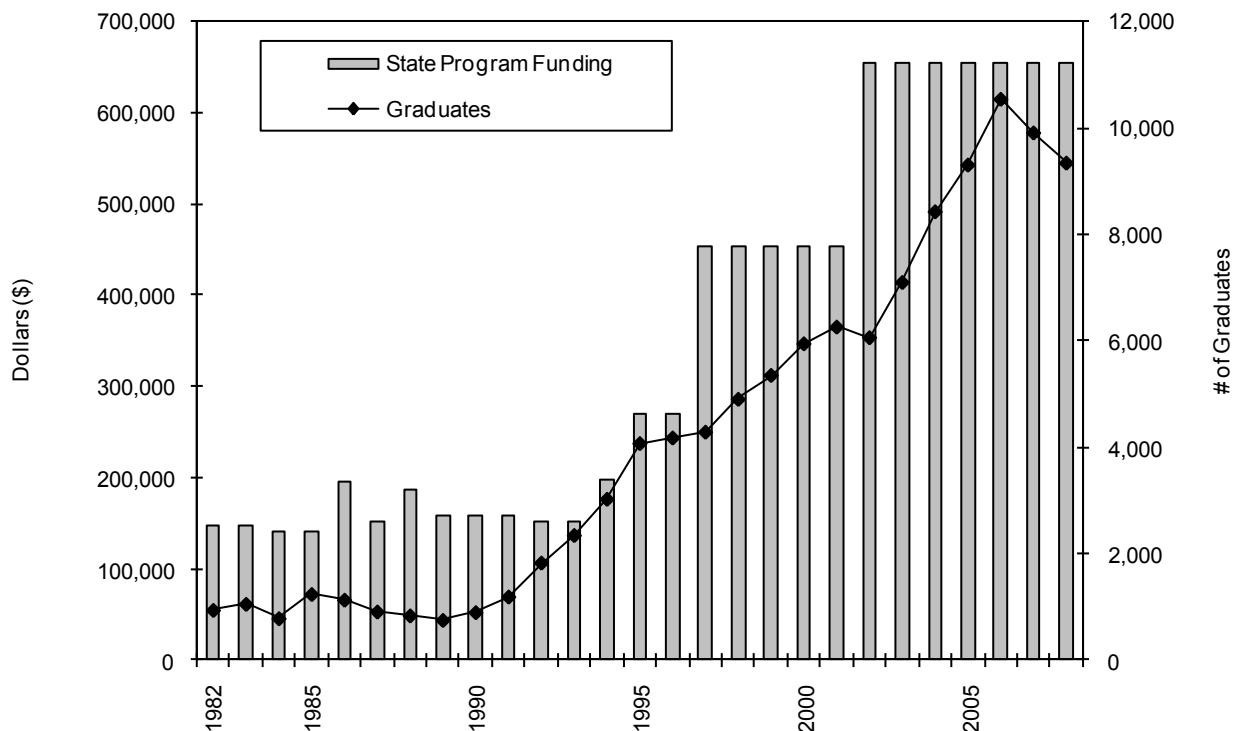
None = No helmet worn, no eye protection worn

Motorcycle Drivers Possible Contributing Circumstances by Crash Severity and Urban/Rural Location

Driver PCC's	Crash Severity									Total Driver PCC's		
	Fatal			Injury			Property Damage					
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Failure to Control	31	6	37	463	221	684	35	27	62	529	254	783
Speed Too Fast/Conditions	10	1	11	149	52	201	11	9	20	170	62	232
Inattentive Driving	5	2	7	127	65	192	15	16	31	147	83	230
Driver Condition	11	2	13	122	59	181	7	4	11	140	65	205
Exceeding Speed Limit	10	1	11	69	65	134	3	8	11	82	74	156
Following Too Close	2	0	2	48	52	100	7	12	19	57	64	121
Fail to Yield Right of Way	2	2	4	22	24	46	2	3	5	26	29	55
Improper Overtake	1	0	1	29	13	42	4	3	7	34	16	50
Disregarded Traffic Control	0	0	0	15	20	35	2	2	4	17	22	39
Left of Center	6	1	7	18	4	22	1	2	3	25	7	32
Improper Turn	0	0	0	12	16	28	0	3	3	12	19	31
Unsafe Backing	0	0	0	0	1	1	0	0	0	0	1	1
Other	2	1	3	30	29	59	2	4	6	34	34	68
TOTAL	80	16	96	1,104	621	1,725	89	93	182	1,273	730	2,003

Note: The numbers in this table represent the number of times a given driver PCC was cited as a possible contributing circumstance for a driver in a crash. These numbers do not represent numbers of crashes.

State Motorcycle Safety Program Funding and Motorcycle Basic Safety Course Graduates (1982-2008)



Moped Crashes 10-Year Summary

Year	Registered Mopeds	Moped Fatalities	Moped Injuries	Fatal Crashes	Single Unit Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes
1999	21,377	1	61	1	1	70	3	74
2000	20,018	0	79	0	0	78	2	80
2001	23,339	2	56	1	0	66	2	69
2002	22,527	4	98	4	2	100	1	105
2003	27,386	2	107	2	1	92	6	100
2004	27,728	1	103	1	1	103	11	115
2005	34,625	0	154	0	0	147	8	155
2006	36,311	0	205	0	0	203	11	214
2007	45,266	4	219	4	0	216	19	239
2008	51,386	1	287	1	0	282	20	303

Moped Registration Data as of 12/31.

Note: Statistics on mopeds are kept separate from motorcycle statistics due to technological differences as well as to make valid, statistical comparisons to previous years. This varies from what is reported under the Fatality Analysis Reporting System (FARS). FARS includes mopeds as "motorcycles".

Fatally Injured Motorcyclists

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Mon	4:42 PM	D	2	Moped	None	Dry	Daylight	Clear	M	26	INVALID	E/B veh pulled out in front of S/B moped/layed moped down	STH	None
Mon	7:35 PM	D	1	04 H.D.	Hel	Dry	DK/NL	Clear	F	42	INVALID	S/B MC failed to negotiate curve/struck guardrail/ejected	CTH	2
Tue	3:37 PM	D	2	04 Moped	None	Dry	Daylight	Clear	M	74	VALID	MC executed right turn, crossed centerline, struck veh	STH	7
Tue	12:13 AM	D	1	01 H.D.	None	Dry	DK/NL	Clear	M	39	INVALID	N/B MC left roadway/ ejected	CTH	11
Tue	9:05 PM	D	3	06 Suzuki	None	Dry	Dusk	Clear	M	34	VALID	N/B MC collided with turning veh/ ejected	STH	1
Tue	12:16 AM	D	1	85 Kawasaki	Eye	Dry	DK/NL	Clear	M	28	INVALID	N/B MC failed to negotiate curve/ ejected	Local	4, 11, 12
Tue	3:29 PM	D	3	07 Honda	Hel/Eye	Dry	Daylight	Clear	F	60	VALID	W/B MC went thru a yield and struck S/B veh/ejected	Local	3
Tue	6:57 PM	D	2	08 H.D.	Eye	Dry	Daylight	Clear	M	50	VALID	S/B veh turned left in front of N/B MC/ejected	CTH	None
Tue	12:05 PM	D	2	99 H.D.	Eye	Dry	Daylight	Clear	M	52	TX-License	E/B MC turned left into W/B veh	STH	3
Tue	2:00 PM	D	2	05 H.D.	None	Dry	Daylight	Clear	M	22	VALID	N/B MC struck E/B veh/layed bike down/ejected	STH	11
Tue	Unknown	D	1	83 Honda	Eye	Dry	Daylight	Clear	M	50	VALID	N/B MC failed to negotiate curve/went sown embankment	Local	4, 11
Tue	2:00 PM	P	2	05 H.D.	None	Dry	Daylight	Clear	F	19	passenger	N/B MC struck E/B veh/layed bike down/ejected	STH	None
Wed	12:05 PM	D	1	78 Yamaha	Eye	Dry	DK/NL	Clear	M	27	INVALID	N/B MC failed to operate curve, struck tree/ ejected	STH	12
Wed	3:16 PM	D	2	05 H.D.	Eye	Dry	Daylight	Cloudy	M	26	VALID	S/B veh failed to yield right of way & pulled in front of MC.	STH	None
Wed	12:26 PM	D	2	08 H.D.	Hel/Eye	Dry	Daylight	Cloudy	M	47	VALID	W/B MC layed bike down, MC struck veh & rider rolled several times	IH	4
Wed	12:20 AM	D	2	82 H.D.	Eye	Dry	DK/L	Clear	M	46	VALID	S/B MC was struck by veh/ ejected	Local	None
Wed	12:12 PM	D	2	06 H.D.	Eye	Dry	Daylight	Clear	M	60	VALID	MC was struck by veh after tire exploded/ ejected	IH	None
Wed	5:39 PM	D	1	92 H.D.	Eye	Dry	Daylight	Clear	M	51	INVALID	E/B MC struck bridge support	Local	11
Wed	1:20 PM	D	1	81 Yamaha	Eye	Dry	Daylight	Cloudy	M	52	INVALID	N/B MC left roadway/ ejected	Local	11
Wed	11:00 PM	D	1	01 H.D.	None	Dry	DK/NL	Clear	M	29	VALID	N/B MC went off road and overturned/ejected	CTH	11
Wed	7:40 AM	D	1	00 Yamaha	Hel	Unknown	DK/NL	Unknown	M	24	INVALID	S/B MC at high rate of speed lost control on curve/struck tree	CTH	2, 11
Thu	7:51 PM	D	1	03 Suzuki	Hel	Dry	Dusk	Cloudy	M	42	VALID	S/B MC entered ditch/ejected	Local	11
Thu	10:30 PM	D	2	06 Honda	Hel/Eye	Dry	DK/NL	Clear	M	22	VALID	W/B MC collided with veh/ ejected	STH	2, 11
Thu	9:53 PM	P	1	85 Honda	Eye	Dry	DK/NL	Clear	F	35	passenger	N/B MC struck deer/ ejected	STH	None
Thu	6:44 PM	D	2	08 Suzuki	Eye	Dry	Daylight	Clear	M	21	VALID	N/B MC collided with turning veh/ ejected	STH	None
Thu	6:54 PM	D	2	03 H.D.	None	Wet	Daylight	Cloudy	M	50	VALID	E/B MC crossed centerline, struck veh/ ejected	STH	7
Fri	12:05 AM	D	1	89 Kawasaki	None	Dry	DK/NL	Clear	M	23	INVALID	N/B MC lost control, entered ditch, overturned/ ejected	CTH	11
Fri	6:01 PM	D	3	07 H.D.	Eye	Dry	Daylight	Clear	M	35	IL-License	W/B MC at high rate of speed, sideswiped Unit veh/ ejected	Local	11
Fri	2:24 PM	D	2	97 Honda	None	Dry	Daylight	Cloudy	M	60	VALID	N/B MC did not stop in cons. Zone and collided with veh/ ejected	STH	11
Fri	6:13 PM	D	2	81 Yamaha	None	Dry	Daylight	Cloudy	F	47	INVALID	S/B MC collided with veh.	STH	None
Fri	3:40 PM	D	2	96 H.D.	Eye	Dry	Daylight	Clear	M	50	VALID	E/B MC turned left in front of W/B MC	CTH	None
Fri	11:47 PM	D	1	98 Kawasaki	Eye	Dry	DK/NL	Clear	M	47	VALID	N/B MC failed to negotiate curve/ ejected	Local	11, 12
Fri	12:57 AM	D	1	08 H.D.	Eye	Wet	DK/L	Rain	M	21	INVALID	S/B MC struck median curb/ ejected	Local	2, 11, 12
Fri	1:45 PM	D	1	01 H.D.	Eye	Dry	Daylight	Clear	M	57	VALID	E/B MC struck deer/ ejected	CTH	None
Fri	2:13 PM	D	1	07 Honda	Hel/Eye	Dry	Daylight	Clear	M	50	INVALID	N/B MC struck median curb/ejected	STH	14
Fri	11:24 PM	D	2	06 Honda	Hel	Unknown	DK/L	Clear	M	35	unknown	W/B MC struck side of N/B vehicle/ejected	Local	None
Fri	4:48 PM	D	2	83 Honda	Hel	Dry	Daylight	Clear	M	50	INVALID	E/B MC failed to stop at stop sign and struck S/B veh.	Local	3
Fri	8:59 PM	D	2	86 Honda	Unknown	Dry	DK/NL	Clear	M	45	INVALID	N/B veh pulled from stop sign in front of E/B MC	STH	None
Fri	11:50 AM	P	1	05 H.D.	None	Dry	Daylight	Clear	F	46	passenger	W/B MC lost control trying to slow down for traffic/overturned M/C/ ejected	STH	None
Fri	2:14 PM	D	2	04 H.D.	Eye	Dry	Daylight	Clear	M	55	Mi-License	W/B veh crossed centerline and struck E/B MC headon	Local	None
Fri	6:47 PM	D	1	07 Yamaha	Hel	Dry	Dusk	Clear	M	25	INVALID	W/B MC left roadway and entered ditch	CTH	1
Fri	10:59 AM	D	1	03 Honda	None	Dry	Daylight	Clear	M	57	VALID	S/B MC stopped at intersection was rearended by S/B veh	Local	None
Fri	11:23 PM	D	1	07 Suzuki	Hel/Eye	Dry	DK/NL	Clear	M	25	INVALID	N/B MC left roadway into ditch/ejected	STH	1, 11, 12
Fri	1:56 PM	D	2	02 H.D.	None	Dry	Daylight	Clear	M	52	VALID	W/B MC crossed centerline and struck E/B semi/ driver laid bike down	CTH	2
Sat	2:47 PM	D	2	92 H.D.	Eye	Dry	Daylight	Clear	M	37	INVALID	N/B MC attempted to pass veh, struck rear bumper/ ejected.	STH	5

Fatally Injured Motorcyclists

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Sat	3:42 PM	D	1	06 Honda	None	Dry	Daylight	Cloudy	M	60	VALID	MC was passing, lost control, slid/ ejected	STH	11
Sat	10:56 AM	D	2	04 Honda	Hel/Eye	Dry	Daylight	Clear	M	65	MI-License	W/B MC lost control, slid, struck by veh	STH	11
Sat	6:40 PM	D	2	02 H.D.	Eye	Dry	Daylight	Clear	M	46	VALID	N/B MC crossed centerline and struck veh/ ejected	CTH	7
Sat	8:43 PM	D	2	00 H.D.	Eye	Dry	Dusk	Clear	M	40	VALID	N/B MC at high rate of speed struck side of vehicle making U turn	STH	1
Sat	9:51 PM	P	1	03 H.D.	None	Dry	DK/NL	Cloudy	F	51	passenger	W/B MC struck deer/ ejected	STH	None
Sat	2:20 AM	D	1	03 Kawasaki	Eye	Dry	DK/NL	Cloudy	M	44	VALID	E/B MC left roadway/ ejected	CTH	1,11
Sat	4:44 PM	P	2	96 Suzuki	Eye	Dry	Daylight	Clear	F	26	passenger	E/B MC sideswiped turning E/B vehicle	Local	None
Sat	1:43 PM	P	1	03 H.D.	Eye	Dry	Daylight	Clear	F	32	passenger	E/B MC struck turkey/ ejected	Local	None
Sat	8:00 PM	D	1	07 Suzuki	Hel	Dry	Daylight	Clear	M	53	VALID	E/B MC failed to negotiate curve/left roadway/struck septic mound/ejected	CTH	1,11, 12
Sat	2:42 AM	D	2	02 H.D.	None	Dry	DK/NL	Cloudy	M	33	VALID	N/B MC at high rate of speed crossed median and struck S/B veh head on	STH	1,2,7,12
Sat	7:09 PM	D	1	07 Kawasaki	None	Dry	Daylight	Clear	M	41	VALID	E/B MC left roadway/entered ditch/ejected	STH	4,11
Sat	11:30 PM	D	1	03 H.D.	None	Dry	DK/NL	Clear	M	51	VALID	E/B MC failed to negotiate curve/left roadway/struck fence/ejected	CTH	12
Sat	3:55 PM	D	1	86 Honda	None	Dry	Daylight	Clear	M	69	VALID	S/B MC failed to negotiate curve/rolled	CTH	7,11
Sat	4:08 PM	D	3	06 H.D.	Eye	Dry	Daylight	Clear	M	51	VALID	W/B MC struck left turning veh towed wagon/ejected	Local	1,4,12
Sat	4:08 PM	P	3	06 H.D.	Eye	Dry	Daylight	Clear	F	42	passenger	W/B MC struck left turning veh towed wagon/ejected	Local	None
Sat	2:08 PM	D	1	96 H.D.	None	Dry	Daylight	Clear	M	60	VALID	S/B MC failed to negotiate turn and went into ditch	CTH	2,11
Sat	4:59 AM	D	1	99 Suzuki	Hel/Eye	Dry	DK/NL	Clear	M	32	INVALID	E/B MC struck a deer	Local	14
Sat	10:19 AM	D	2	03 Honda	Hel/Eye	Dry	Daylight	Clear	M	25	INVALID	N/B veh made left turn in front of E/B MC/ MC struck veh/ejected	STH	None
Sat	1:20 PM	D	2	06 Honda	Hel/Eye	Dry	Daylight	Clear	M	55	VALID	E/B veh crossed centerline and struck W/B MC	STH	None
Sat	2:05 PM	P	1	07 H.D.	None	Dry	Daylight	Clear	F	54	passenger	MC struck a deer	CTH	None
Sun	11:24 AM	D	1	00 Honda	Eye	Dry	Daylight	Clear	M	55	VALID	W/B MC struck deer/ ejected	STH	None
Sun	12:29 PM	D	2	03 H.D.	Hel/Eye	Dry	Daylight	Clear	M	20	INVALID	W/B MC turned in front of E/B vehicle.	Local	3
Sun	2:45 AM	D	1	03 Yamaha	None	Dry	DK/NL	Cloudy	M	22	INVALID	E/B MC failed to operate curve, entered ditch, struck culvert/ ejected	CTH	1,11, 12
Sun	2:08 AM	D	2	05 H.D.	None	Dry	DK/L	Clear	M	25	INVALID	W/B MC struck from behind	STH	None
Sun	2:30 AM	D	1	05 Suzuki	None	Dry	DK/L	Cloudy	M	40	INVALID	N/B MC at high rate of speed struck curb/ejected	STH	11
Sun	8:50 PM	D	1	02 H.D.	Eye	Wet	DK/NL	Cloudy	M	55	INVALID	MC executed WB turn, slid, overturned/ ejected	STH	2,11, 12
Sun	2:05 AM	D	1	HMDE	Eye	Dry	DK/L	Clear	M	39	VALID	N/B MC lost control, struck tree/ ejected	Local	11
Sun	10:06 AM	D	1	02 Honda	None	Dry	Daylight	Clear	M	41	INVALID	S/B MC at high rate of speed left roadway/ ejected	STH	None
Sun	9:11 PM	D	2	05 H.D.	Eye	Dry	Dusk	Clear	M	51	VALID	W/B MC was struck by veh/ ejected	STH	None
Sun	2:35 AM	D	1	02 H.D.	None	Dry	DK/NL	Clear	M	46	VALID	W/B MC struck deer/ ejected (not recorded as a deer hit due to MV4000 error)	Local	None
Sun	1:48 PM	D	2	06 H.D.	Eye	Dry	Daylight	Clear	M	20	VALID	N/B MC locked up brake on turn and slid into ditch	STH	2
Sun	5:31 PM	P	1	06 H.D.	Hel/Eye	Dry	Daylight	Clear	F	58	passenger	S/B MC struck deer/ ejected	CTH	None
Sun	1:29 PM	D	1	79 Triumph	Eye	Dry	Daylight	Cloudy	M	55	INVALID	N/B MC went off road to right/struck mailbox/ejected	Local	11
Sun	5:00 PM	D	1	96 H.D.	Eye	Dry	Daylight	Clear	M	45	VALID	N/B MC crossed centerline and left road/struck utility pole	CTH	11
Sun	2:41 PM	P	1	04 Yamaha	None	Dry	Daylight	Clear	F	57	passenger	S/B MC braked over gravel and tipped	Local	None
Sun	6:01 PM	D	2	97 Kawasaki	None	Dry	Daylight	Clear	M	21	VALID	N/B MC failed to negotiate curve/ crossed centerline/struck horse and buggy	CTH	7,11
Sun	2:55 PM	D	1	00 H.D.	Hel/Eye	Dry	Daylight	Clear	F	29	MI-License	S/B MC failed to negotiate curve/struck guardrail/ejected	STH	11
Sun	7:15 PM	D	1	05 Honda	None	Dry	Daylight	Clear	M	27	IL-License	N/B MC at high rate of speed failed to neg curve, struck embankment/ejected	STH	2,11, 12
Sun	10:35 PM	D	1	79 H.D.	None	Dry	DK/NL	Cloudy	M	49	VALID	S/B MC failed to negotiate curve/entered ditch/ejected	CTH	12
Sun	12:00 AM	D	1	01 H.D.	Eye	Unknown	Unknown	Unknown	M	27	INVALID	S/B MC left roadway/struck trees	CTH	None
Sun	Unknown	D	1	04 Honda	Eye	Dry	DK/NL	Clear	M	51	VALID	E/B MC failed to stop for sign/tipped on left side and slide into ditch	Local	4,11, 12
Sun	8:00 PM	D	1	00 H.D.	Eye	Wet	DK/NL	Rain	M	58	VALID	S/B MC lost control/ejected	STH	11
Sun	2:05 AM	D	1	06 H.D.	Eye	Dry	DK/NL	Cloudy	M	28	VALID	W/B MC lost control and left roadway/rolled/ejected	CTH	11

Light Conditions

DK/L = Dark - Lighted
DK/NL = Dark - Not Lighted

Road Type

CTH = County Highway
STH = State Highway
USH = US Highway
IH = Interstate Highway

Possible Contributing (PCCs) - of cycle driver

1 = Exceeding speed limit
2 = Speed too fast/condition
3 = Fail to yield right of way
4 = Inattentive driving
5 = Following too closely
6 = Improper turn
7 = Left of center
8 = Disregarded traffic control
9 = Improper overtaking
10 = Unsafe backing
11 = Failure to have control
12 = Driver condition
13 = Physically disabled
14 = Other
None = N/A, or nothing listed

BASIC RiderCourse

For many people, motorcycling is a fun and energy-efficient means of transportation or recreation. However, motorcycling requires skill, concentration, and reasonable precautions. Although it is possible to learn to ride a cycle on your own, trial and error is a tough teacher of motorcycling skills. That's why virtually all motorcycling groups have endorsed the Motorcycle Safety Foundation's Basic RiderCourse (BRC) for beginning riders and the Experienced Rider Course (ERC) for advanced riding skills.

The BRC is designed for beginning riders. It was developed by the Motorcycle Safety Foundation and approved by the Wisconsin Department of Transportation. It consists of six hours of classroom and 10 hours of on-cycle instruction including the following: preparing to ride; turning, shifting, and braking; street strategies; special situations; increasing riding skills; and maintenance and insurance.

RiderCoaches (instructors) for the course are all certified by the Motorcycle Safety Foundation and approved by the Wisconsin Department of Transportation. All are motorcycle riders and have completed 60-plus hours of RiderCoach training.

(Taken from *Motorcycle Rider Course* pamphlet. For more information call 1-800-DOT-WMSP.)

SOURCES FOR MORE INFORMATION

Wisconsin Motorcycle Safety Program
Bureau of Transportation Safety
Wisconsin Department of Transportation
4802 Sheboygan Avenue, Room 551
Madison, Wisconsin 53707-7936
(608) 266-7885 or (800) 368-9677
e-mail: Gregory.Patzer@dot.wi.gov
Website:
www.dot.wisconsin.gov/modes/motorcycles.htm

Motorcycle Safety Foundation
National Headquarters
2 Jenner Street, Suite 150
Irvine, California 92618-3806
(949) 727-3227
e-mail: safe_cycling@msf-usa.org
Website: www.msf-usa.org

American Motorcyclist Association
13515 Yarmouth Drive
Pickerington, Ohio 43147
(614) 856-1900
Website: www.ama-cycle.org

National Association of State Motorcycle
Safety Administrators
7881 South Wellington Street
Centennial Colorado 80122-3193
(303) 797-2318
e-mail: smsabusinessmgr@hotmail.com
Website: www.smsa.org

National Highway Traffic Safety
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400 Seventh Street SW
Washington, DC 20590
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