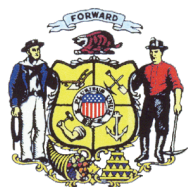
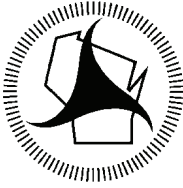


2007 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK



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 "2007 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: Greory.Patzer@dot.wi.gov.

Sincerely,

A handwritten signature in black ink that reads "Daniel W. Lonsdorf".

Major Daniel W. Lonsdorf
Director

2007 MOTORCYCLE SAFETY AT A GLANCE

- In 2007, there were 5.7 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 367,277 in 1998 to 464,782 in 2007.
- In 2007, 110 motorcyclists, including passengers, were killed in traffic crashes compared to 93 in 2006, a 15% increase. This figure is also 41% higher than the 65 fatalities that occurred in 1998.
- 2,628 motorcyclists were injured on Wisconsin roads in 2007. That represents a 11.7% increase from the 2,318 injured in 2006 and a 35.3% increase from 1998. An additional 126 non-motorcyclists were injured in crashes involving motorcycles in 2007.
- While cyclists between ages 35 and 54 account for 55.7% of licensed motorcyclists, they accounted for 45.8% of motorcyclists in crashes in 2007. 16-24 year olds account for only 4.0% of the licensed motorcyclists, but account for 17.9% of those in crashes in 2007.
- Since 1996, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2007, 50 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 67% of fatal single unit motorcycle crashes in 2007 and in 33% of all single unit crashes.
- There were 312 alcohol-related motorcycle crashes in 2007. Of these, 271 or 86.9% occurred between 4 p.m. and 4 a.m.
- In 2007, only 2.7% of passenger car/deer crashes and 1.7% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 80.3% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 26 (25%) of the 106 motorcyclists killed in traffic crashes in 2007.
- Motorcycle helmets were known to have been worn by 39% of all motorcyclists involved in crashes in 2007.
- Nine out of 10 motorcycle crashes occurred on dry pavement in 2007.
- 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 3 p.m. and 6 p.m. than any other three-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 2007 were: 1) Failure to control, 2) Speed too fast/conditions, 3) Driver condition, 4) Inattentive driving, 5) Exceeding speed limit.

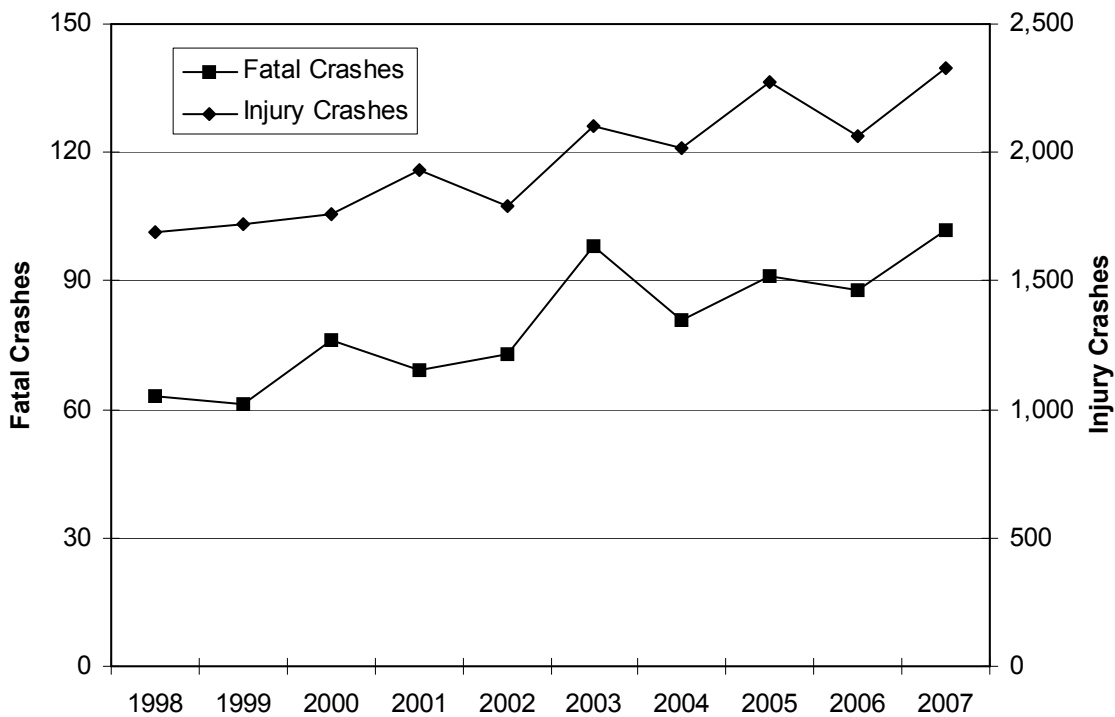
TABLE OF CONTENTS

Motorcycle crashes 10-year summary.....	1
1998-2007 Fatal and injury motorcycle crashes.....	1
Drivers with motorcycle endorsements by type, gender, and age.....	2
Drivers with motorcycle endorsements by license type, gender, and sex.....	2
Registered cycles and motorcycle rider fatalities (1971-2007).....	3
2003-2007 Motorcycle sales data.....	3
Registered cycles and total crashes by county.....	4
Motorcyclist fatalities and number of operators with Class“M”licenses (1979-2007).....	5
Motorcyclists injured or killed by age and injury severity by gender.....	5
Motorcycle crashes by month and severity, total killed, total injured by urban/rural location	6
2003-2007 Fatal motorcycle crashes/motorcyclists killed by county	7
Motorcycle crashes by time of day and day of week	8
Motorcycle crashes by day of week.....	9
Motorcycle crashes by time of day	9
Motorcycle drivers in crashes by age group	10
Single unit motorcycle crashes.....	10
Motorcycle crashes by manner of collision and highway class by urban/rural	11
Vehicle possible contributing circumstances in motorcycle crashes by severity and urban/rural location	11
Fixed objects struck in single unit motorcycle crashes	12
Motorcycle crashes in work zones by highway class and crash severity	12
Motorcycle crashes by crash conditions and severity with total killed, total injured.....	13
Drinking motorcycle drivers in crashes by county and age	14
Alcohol-related crashes by time of day and day of week, motorcyclists only, total killed – total injured	15
1998-2007 Alcohol concentration (AC) test results of motorcycle driver fatalities	16
Alcohol-related motorcycle crashes by highway class and crash severity	16
Safety equipment use on motorcycles by injury severity and seat position	17
Motorcyclists injured by age and role by safety equipment use	18
Motorcyclists killed by age and role by safety equipment use and gender.....	19
Motorcycle drivers possible contributing circumstances by crash severity and urban/rural location.....	20
State Motorcycle Safety Program Funding and Motorcycle Basic Rider Course Graduates (1982-2007) and Moped Crashes (10-Year Summary).....	21
Fatally injured motorcyclists.....	22
Basic Rider Course.....	25
Sources for more information	25

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
1998	156,921	65	63	30	1,691	235	1,989	51	14
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

1998-2007 Fatal and Injury Motorcycle Crashes

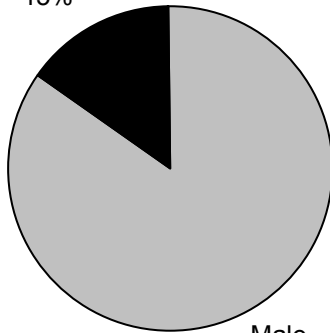


Drivers with Motorcycle Endorsements by Type, Gender, and Age

Motorcycle License - Class M									
Age	Instruction Permits		Probationary		Regular		Totals		Total
	Male	Female	Male	Female	Male	Female	Male	Female	
16	42	6	163	19	0	0	205	25	230
17	127	6	612	69	0	0	739	75	814
18	334	25	899	120	13	0	1,246	145	1,391
19	439	41	104	10	1,064	147	1,607	198	1,805
20	473	41	66	5	1,470	219	2,009	265	2,274
21	448	36	45	1	1,721	263	2,214	300	2,514
22	377	35	35	4	2,125	337	2,537	376	2,913
23	344	30	10	2	2,546	452	2,900	484	3,384
24	306	42	13	1	2,984	456	3,303	499	3,802
25-34	1,989	320	140	12	43,930	8,438	46,059	8,770	54,829
35-44	1,480	420	63	3	89,659	16,222	91,202	16,645	107,847
45-54	1,051	353	43	1	135,044	19,662	136,138	20,016	156,154
55-64	407	89	10	0	86,018	9,420	86,435	9,509	95,944
65-74	137	9	3	0	27,616	2,414	27,756	2,423	30,179
75+	18	0	0	0	9,594	515	9,612	515	10,127
TOTAL	7,972	1,453	2,206	247	403,784	58,545	413,962	60,245	474,207

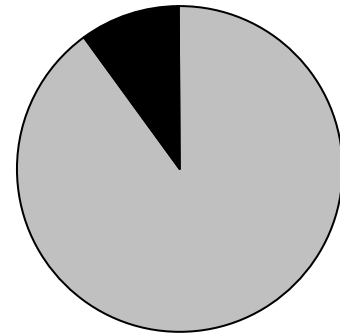
Drivers with Motorcycle Endorsements by License Type, Gender, and Percent

Instruction Permits
Female
15%



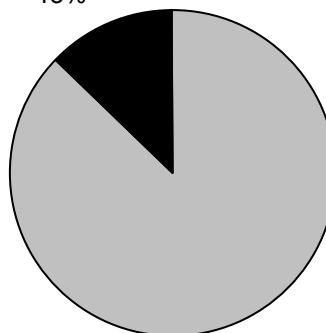
Male
85%

Probationary License
Female
10%



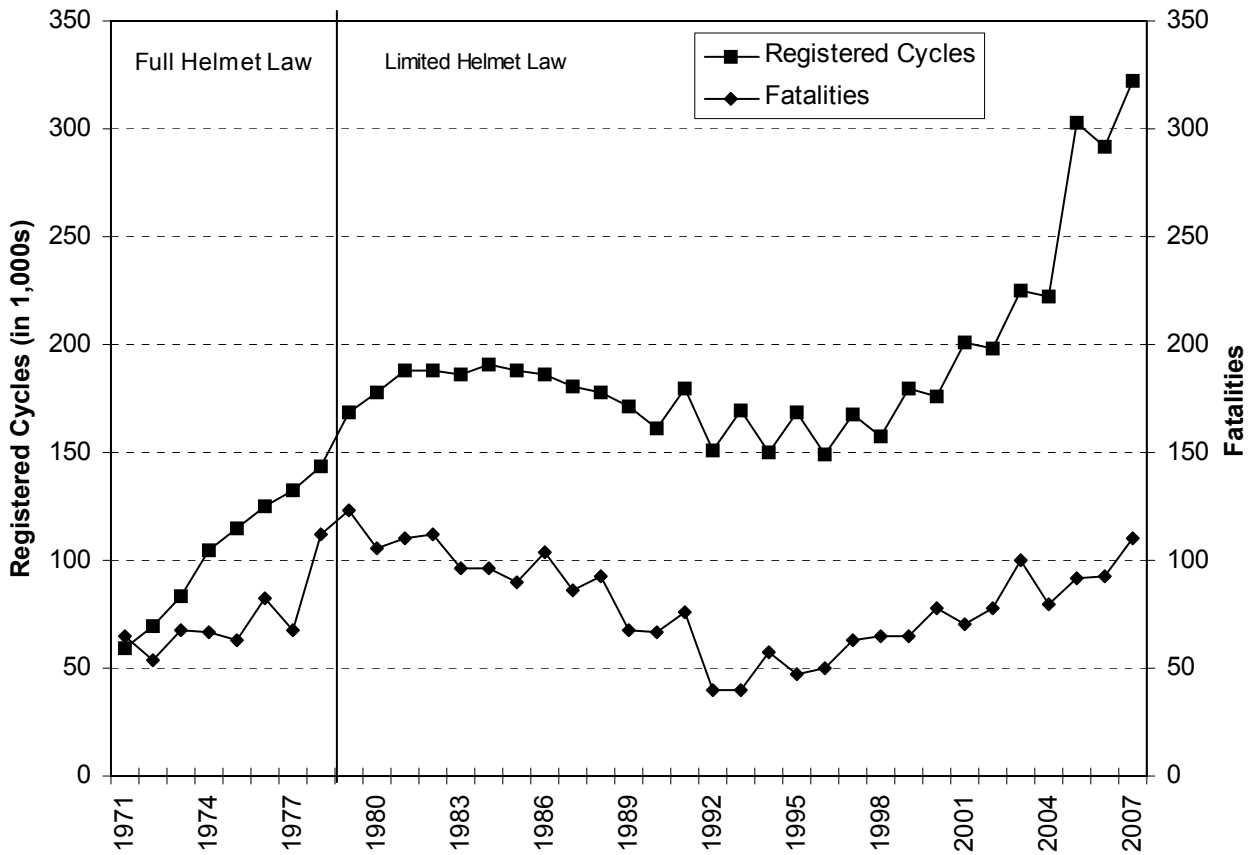
Male
90%

Regular License
Female
13%



Male
87%

Registered Cycles and Motorcycle Rider Fatalities (1971-2007)



Motorcycle Sales in Wisconsin (TOTAL)

Year	New Cycles	Used Cycles Dealer	Used Cycles Private	Total Cycle Sales
2003	16,908	8,243	27,444	52,595
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

Motorcycle Sales in Wisconsin (USED)

Year	Dealer	Private	Percent Dealer	Percent Private
2003	8,243	27,444	23.1%	76.9%
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%

Motorcycle Sales (NEW VS USED)

Year	New Cycles	Cycles Dealer	Percent	
			New	Used
2003	16,908	35,687	32.1%	67.9%
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%

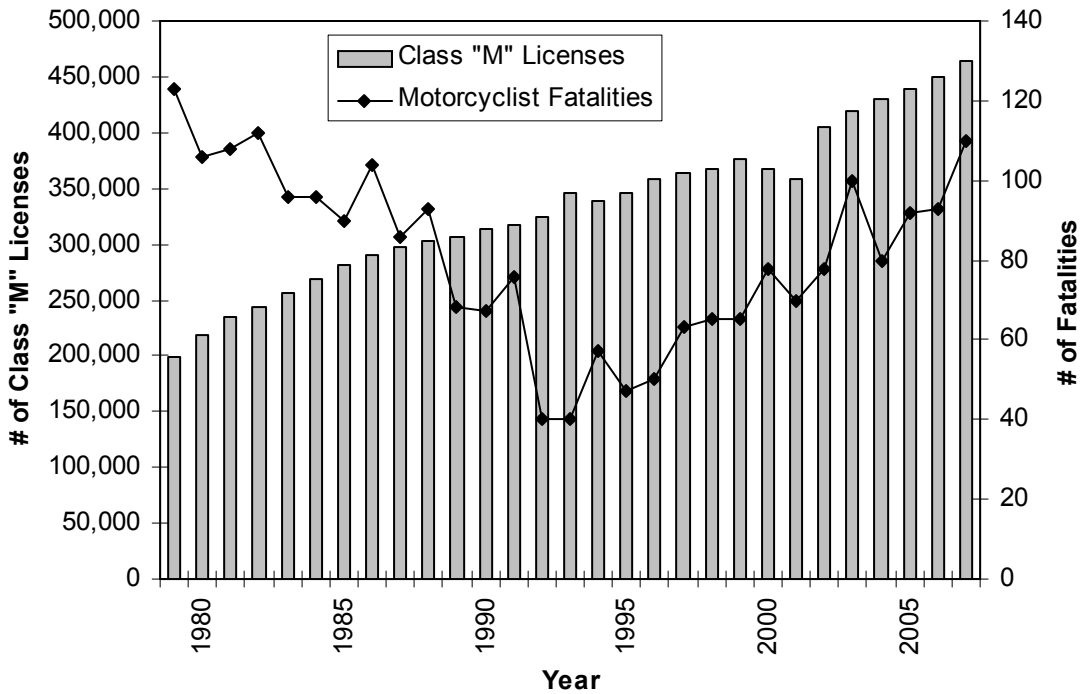
Motorcycle Sales (DEALER VS PRIVATE)

Year	Dealer	Private	Percent	
			Dealer	Private
2003	25,151	27,444	47.8%	52.2%
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%

Registered Cycles and Total Crashes by County

County	2007 Estimated		Cycles per 1000		Total Cycle Crashes	Crashes per 100 Registered	Total Vehicle Crashes	% Cycle Crashes
	Population	Registered Cycles	Residents					
Adams	21,548	1,599	74.21		11	0.69	421	2.61%
Ashland	16,906	852	50.40		8	0.94	267	3.00%
Barron	47,247	3,165	66.99		22	0.70	715	3.08%
Bayfield	15,828	1,113	70.32		7	0.63	287	2.44%
Brown	242,733	14,020	57.76		100	0.71	3,774	2.65%
Buffalo	14,142	1,093	77.29		17	1.56	270	6.30%
Burnett	16,614	1,058	63.68		9	0.85	290	3.10%
Calumet	45,711	3,325	72.74		18	0.54	743	2.42%
Chippewa	60,893	3,990	65.52		22	0.55	1,129	1.95%
Clark	34,501	2,029	58.81		13	0.64	545	2.39%
Columbia	55,272	3,608	65.28		36	1.00	1,693	2.13%
Crawford	17,461	1,016	58.19		17	1.67	438	3.88%
Dane	464,513	20,721	44.61		187	0.90	10,255	1.82%
Dodge	89,063	6,041	67.83		41	0.68	1,822	2.25%
Door	29,720	3,141	105.69		25	0.80	799	3.13%
Douglas	43,932	2,240	50.99		11	0.49	865	1.27%
Dunn	42,752	2,607	60.98		23	0.88	1,132	2.03%
Eau Claire	97,760	4,826	49.37		33	0.68	2,183	1.51%
Florence	5,258	354	67.33		3	0.85	125	2.40%
Fond Du Lac	100,716	6,721	66.73		53	0.79	2,385	2.22%
Forest	10,276	644	62.67		11	1.71	197	5.58%
Grant	50,529	3,731	73.84		33	0.88	1,268	2.60%
Green	36,054	2,760	76.55		36	1.30	903	3.99%
Green Lake	19,353	1,279	66.09		9	0.70	553	1.63%
Iowa	23,964	1,598	66.68		26	1.63	573	4.54%
Iron	6,983	499	71.46		2	0.40	68	2.94%
Jackson	19,969	1,623	81.28		14	0.86	611	2.29%
Jefferson	80,092	5,428	67.77		32	0.59	1,648	1.94%
Juneau	26,903	1,907	70.88		21	1.10	926	2.27%
Kenosha	159,638	9,263	58.03		109	1.18	3,865	2.82%
Kewaunee	21,157	1,867	88.25		7	0.37	316	2.22%
La Crosse	110,743	5,699	51.46		72	1.26	2,909	2.48%
Lafayette	16,311	1,115	68.36		12	1.08	553	2.17%
Langlade	21,471	1,260	58.68		6	0.48	261	2.30%
Lincoln	30,565	2,026	66.28		14	0.69	748	1.87%
Manitowoc	84,640	7,453	88.06		51	0.68	1,803	2.83%
Marathon	132,697	7,940	59.84		60	0.76	2,787	2.15%
Marinette	44,543	3,096	69.51		20	0.65	875	2.29%
Marquette	15,252	1,152	75.53		8	0.69	443	1.81%
Menominee	4,633	45	9.71		4	8.89	35	11.43%
Milwaukee	936,892	28,884	30.83		342	1.18	23,885	1.43%
Monroe	43,555	3,237	74.32		25	0.77	1,390	1.80%
Oconto	38,690	3,371	87.13		25	0.74	628	3.98%
Oneida	38,313	2,634	68.75		23	0.87	912	2.52%
Outagamie	172,618	12,023	69.65		92	0.77	3,307	2.78%
Ozaukee	86,389	5,282	61.14		21	0.40	1,398	1.50%
Pepin	7,634	575	75.32		8	1.39	132	6.06%
Pierce	39,805	2,804	70.44		43	1.53	542	7.93%
Polk	45,139	3,024	66.99		13	0.43	644	2.02%
Portage	69,591	3,705	53.24		30	0.81	1,615	1.86%
Price	16,066	1,066	66.35		6	0.56	183	3.28%
Racine	194,580	10,654	54.75		101	0.95	4,165	2.42%
Richland	18,125	1,309	72.22		17	1.30	577	2.95%
Rock	158,525	9,439	59.54		90	0.95	3,641	2.47%
Rusk	15,572	886	56.90		9	1.02	214	4.21%
St. Croix	78,028	5,498	70.46		47	0.85	2,022	2.32%
Sauk	60,054	4,216	70.20		63	1.49	1,911	3.30%
Sawyer	17,411	823	47.27		13	1.58	325	4.00%
Shawano	42,304	2,564	60.61		14	0.55	1,367	1.02%
Sheboygan	116,348	8,838	75.96		62	0.70	2,527	2.45%
Taylor	19,917	1,328	66.68		8	0.60	438	1.83%
Trempealeau	28,126	1,965	69.86		17	0.87	505	3.37%
Vernon	29,400	1,703	57.93		34	2.00	804	4.23%
Vilas	22,412	1,615	72.06		14	0.87	502	2.79%
Walworth	99,761	6,948	69.65		49	0.71	1,981	2.47%
Washburn	17,236	1,033	59.93		10	0.97	316	3.16%
Washington	127,871	9,077	70.99		68	0.75	2,939	2.31%
Waukesha	379,577	22,522	59.33		164	0.73	7,739	2.12%
Waupaca	53,575	3,628	67.72		37	1.02	1,472	2.51%
Waushara	25,083	1,714	68.33		20	1.17	766	2.61%
Winnebago	163,867	9,418	57.47		87	0.92	3,607	2.41%
Wood	76,937	5,936	77.15		33	0.56	1,189	2.78%
Wisconsin 2007	5,617,744	321,623	57.25		2,788	0.87	125,123	2.23%
US 2006	298,362,973	6,686,147	22.41		104,000	1.56	597,300	17.41%

Motorcyclist Fatalities and Number of Operators with Class "M" Licenses (1979-2007)



Motorcyclist Injured or Killed by Age and Injury Severity by Gender

Age	Injury Severity by Gender												TOTAL		
	Killed			Incapacitating			Nonincapacitating			Possible					
	F	M	Tot	F	M	Tot	F	M	Tot	F	M	Tot	F	M	Tot
5-9	0	1	1	0	0	0	3	1	4	0	0	0	3	2	5
10-14	0	0	0	1	2	3	2	3	5	1	1	2	4	6	10
15	0	0	0	0	0	0	4	2	6	2	0	2	6	2	8
16	0	0	0	2	5	7	1	2	3	0	2	2	3	9	12
17	0	0	0	0	10	10	2	7	9	1	5	6	3	22	25
18	0	1	1	2	7	9	5	34	39	1	11	12	8	53	61
19	0	1	1	6	13	19	4	33	37	2	10	12	12	57	69
20	1	2	3	3	17	20	3	36	39	2	10	12	9	65	74
21	0	3	3	2	20	22	6	33	39	0	10	10	8	66	74
22	0	4	4	4	10	14	2	39	41	1	13	14	7	66	73
23	0	3	3	4	11	15	4	25	29	1	7	8	9	46	55
24	0	2	2	1	15	16	3	29	32	4	9	13	8	55	63
25-34	1	15	16	17	104	121	40	206	246	13	103	116	71	428	499
35-44	0	22	22	54	132	186	64	209	273	26	110	136	144	473	617
45-54	5	27	32	39	168	207	71	238	309	26	101	127	141	534	675
55-64	0	10	10	19	94	113	30	123	153	11	52	63	60	279	339
65-74	2	5	7	0	11	11	2	25	27	2	14	16	6	55	61
75-84	0	0	0	0	0	0	0	8	8	0	0	0	0	8	8
85 & over	0	1	1	0	0	0	0	2	2	0	0	0	0	3	3
Unknown	0	0	0	0	0	0	3	0	3	0	0	0	3	0	3
TOTAL	9	97	106	154	619	773	249	1,055	1,304	93	458	551	505	2,229	2,734

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	3	5	8	0	0	0	3	5	8	0	0	0	3	5	8
Feb	0	0	0	1	1	2	0	0	0	1	1	2	0	0	0	1	1	2
Mar	2	0	2	25	33	58	3	7	10	30	40	70	2	0	2	28	38	66
Apr	4	2	6	102	78	180	13	10	23	119	90	209	5	2	7	129	92	221
May	13	0	13	189	160	349	30	26	56	232	186	418	13	0	13	230	175	405
Jun	10	7	17	246	189	435	47	22	69	303	218	521	10	7	17	290	219	509
Jul	14	10	24	278	172	450	34	25	59	326	207	533	15	10	25	350	204	554
Aug	11	3	14	156	141	297	25	27	52	192	171	363	11	4	15	186	162	348
Sep	15	4	19	169	153	322	29	22	51	213	179	392	15	4	19	199	178	377
Oct	5	1	6	121	70	191	14	11	25	140	82	222	6	1	7	140	80	220
Nov	1	0	1	16	23	39	6	4	10	23	27	50	1	0	1	19	25	44
Dec	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	75	27	102	1,306	1,025	2,331	201	154	355	1,582	1,206	2,788	78	28	106	1,575	1,179	2,754

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.

2003-2007 Fatal Motorcycle Crashes/Motorcyclists Killed by County

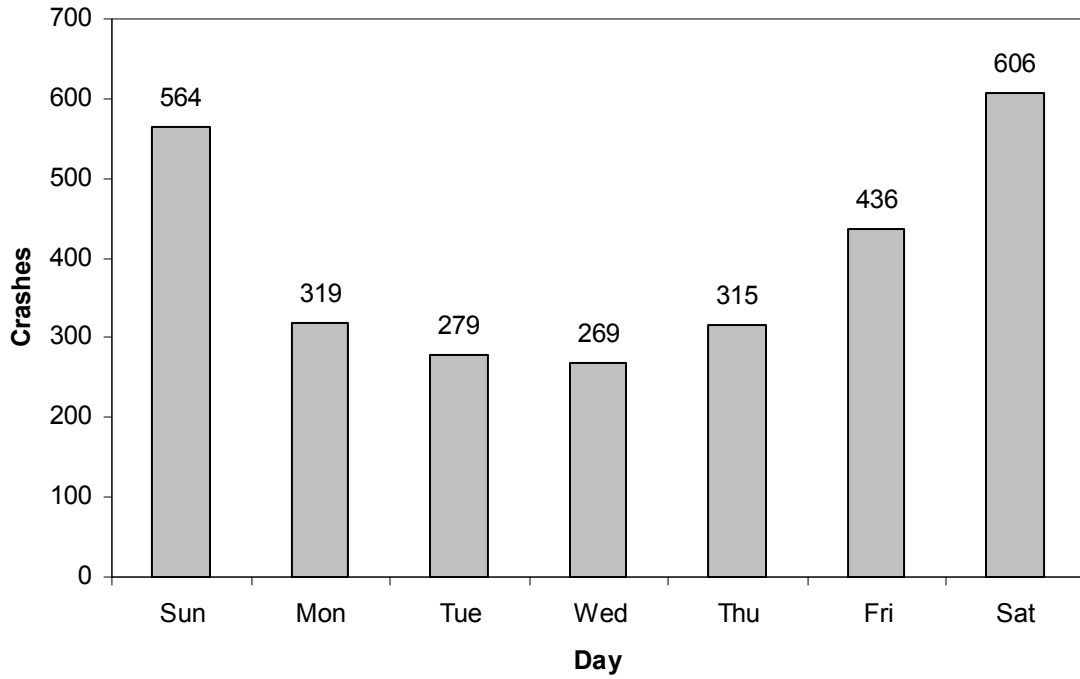


Note: Numbers represent five-year totals of fatal motorcycle crashes/motorcyclists killed. Fatal crash numbers may also include crashes involving non-motorcyclists.

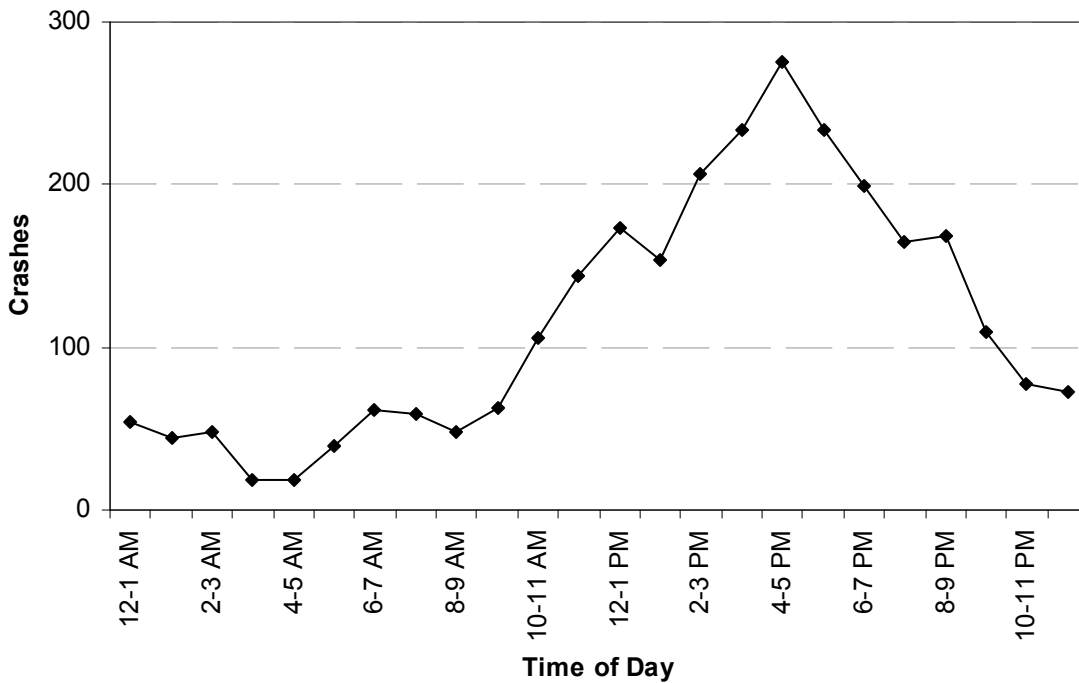
Motorcycle Crashes by Time of Day and Day of Week

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12-1 AM	19	5	2	6	4	5	13	54
1-2 AM	19	4	1	1	6	6	7	44
2-3 AM	19	4	4	4	6	0	11	48
3-4 AM	11	0	0	2	0	1	4	18
4-5 AM	1	1	4	4	4	2	2	18
5-6 AM	2	8	3	4	8	11	3	39
6-7 AM	3	7	8	15	11	16	2	62
7-8 AM	3	9	11	8	7	18	3	59
8-9 AM	6	4	5	7	9	8	9	48
9-10 AM	11	9	6	3	3	11	20	63
10-11 AM	24	16	5	2	11	12	36	106
11-12 PM	40	13	11	13	9	17	41	144
12-1 PM	34	13	13	14	23	23	53	173
1-2 PM	34	22	18	19	10	14	37	154
2-3 PM	43	20	15	24	26	21	58	207
3-4 PM	57	23	28	18	24	37	46	233
4-5 PM	58	28	26	25	28	53	58	276
5-6 PM	45	36	22	26	31	37	37	234
6-7 PM	39	21	24	18	27	35	35	199
7-8 PM	30	22	21	18	21	25	28	165
8-9 PM	30	21	18	18	19	28	35	169
9-10 PM	16	15	12	10	10	26	20	109
10-11 PM	10	10	10	6	8	12	21	77
11-12 AM	7	6	10	4	7	14	25	73
Unknown	3	2	2	0	3	4	2	16
TOTAL	564	319	279	269	315	436	606	2,788

Motorcycle Crashes by Day of Week



Motorcycle Crashes by Time of Day

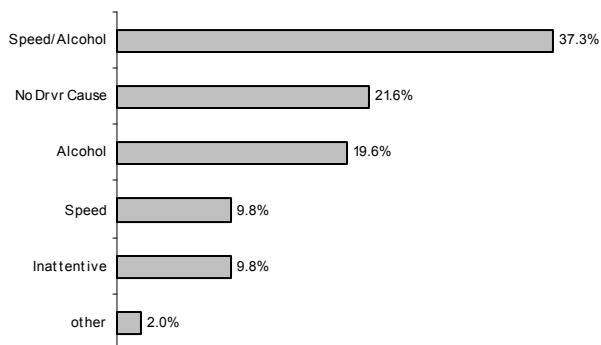


Motorcycle Drivers in Crashes by Age Group

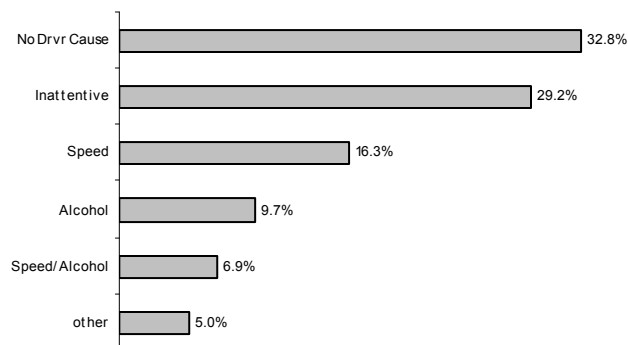
Age	Cyclists with an Instr. Permit or Endorsement	Percent of Licensed Cyclists	Percent of Cyclists in Age Group Involved in Crashes	Number of Cyclists in Age Group in Crashes	Percent of Total Cyclists in Crashes	Cyclists in Fatal Crashes	Cyclists in Injury Crashes	Cyclists in Property Damage Crashes
10-14	0	0.00%	N/A	2	0.07%	0	1	1
15	0	0.00%	N/A	1	0.03%	0	1	0
16	230	0.05%	4.78%	11	0.38%	0	9	2
17	814	0.17%	3.07%	25	0.86%	0	22	3
18	1,391	0.29%	4.10%	57	1.97%	1	53	3
19	1,805	0.38%	3.49%	63	2.18%	1	57	5
20	2,274	0.48%	3.78%	86	2.97%	2	72	12
21	2,514	0.53%	3.22%	81	2.80%	4	68	9
22	2,913	0.61%	2.57%	75	2.59%	5	61	9
23	3,384	0.71%	1.77%	60	2.07%	3	47	10
24	3,802	0.80%	1.60%	61	2.11%	3	53	5
25-34	54,829	11.56%	1.00%	551	19.03%	19	460	72
35-44	107,847	22.74%	0.57%	619	21.38%	23	534	62
45-54	156,154	32.93%	0.45%	707	24.42%	34	591	82
55-64	95,944	20.23%	0.37%	359	12.40%	11	308	40
65-74	30,179	6.36%	0.22%	66	2.28%	5	55	6
75 & over	10,127	2.14%	0.11%	11	0.38%	1	10	0
Unknown	0	0.00%	N/A	60	2.07%	0	13	47
TOTAL	474,207	100.00%	N/A	2,895	100.00%	112	2,415	368

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	327	355	682	399	399	378	156	534	28	36	64	1,132	547	1,679	
Angle	53	229	282	47	47	88	109	197	3	2	5	191	340	531	
Rear end	23	82	105	28	28	73	82	155	6	13	19	130	177	307	
Side swipe same	18	61	79	15	15	27	22	49	1	7	8	61	90	151	
Head on	7	14	21	11	11	19	7	26	0	0	0	37	21	58	
Side swipe opposite	4	15	19	9	9	10	4	14	0	0	0	23	19	42	
Rear to rear	1	2	3	0	0	0	1	1	0	0	0	1	3	4	
Unknown	2	8	10	1	1	4	0	4	0	1	1	7	9	16	
TOTAL	435	766	1,201	510	510	599	381	980	38	59	97	1,582	1,206	2,788	

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	1	0	1	24	10	34	1	2	3	26	12	38
Brakes	0	1	1	11	14	25	1	0	1	12	15	27
Steering	0	0	0	6	7	13	0	0	0	6	7	13
Other disabled	0	0	0	2	2	4	0	0	0	2	2	4
Suspension	0	0	0	2	1	3	0	0	0	2	1	3
Turn signals	0	0	0	1	1	2	0	0	0	1	1	2
Head lamps	0	0	0	1	0	1	0	0	0	1	0	1
Disabled prior crash	0	0	0	0	1	1	0	0	0	0	1	1
Other	0	1	1	19	18	37	6	2	8	25	21	46
TOTAL	1	2	3	66	54	120	8	4	12	75	60	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

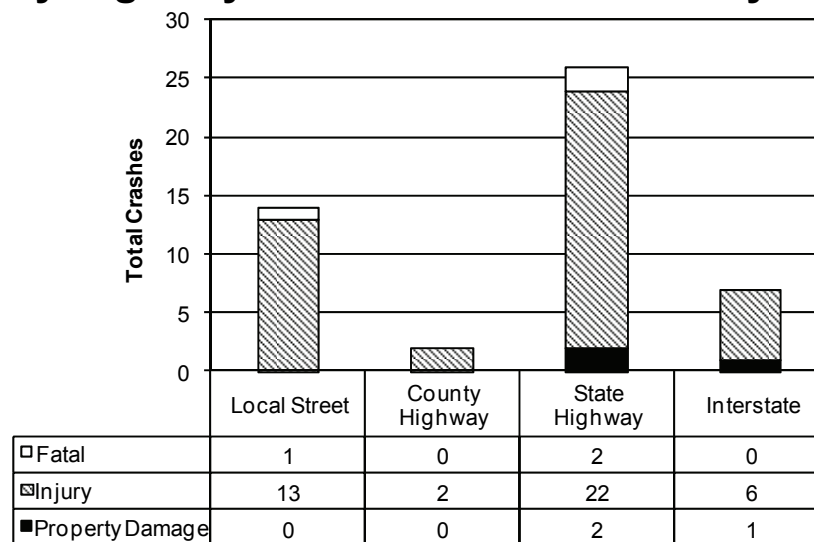
Type of Fixed Object	Fatal			Injury			Property Damage			TOTAL		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Ditch	7	2	9	182	10	192	17	1	18	206	13	219
Curb	1	4	5	15	87	102	1	5	6	17	96	113
Other Fixed Object	3	2	5	20	21	41	4	1	5	27	24	51
Tree	2	3	5	23	2	25	4	0	4	29	5	34
Guardrail Face	2	1	3	16	4	20	2	0	2	20	5	25
Other Object (Not Fixed)	1	0	1	8	13	21	1	0	1	10	13	23
Traffic Sign Post	2	1	3	10	9	19	1	0	1	13	10	23
Mailbox	1	0	1	9	5	14	0	0	0	10	5	15
Culvert	0	0	0	12	1	13	1	0	1	13	1	14
Embankment	0	0	0	11	1	12	1	0	1	12	1	13
Fence	2	0	2	5	3	8	0	0	0	7	3	10
Utility Pole	3	0	3	3	0	3	1	1	2	7	1	8
Median Barrier	0	0	0	1	7	8	0	0	0	1	7	8
Other Post	0	0	0	5	2	7	0	0	0	5	2	7
Guardrail End	0	0	0	3	0	3	0	0	0	3	0	3
Lum Light Support	0	1	1	0	1	1	0	0	0	0	2	2
Traffic Signal	0	0	0	0	1	1	0	0	0	0	1	1
Drudge/Pier/Abut	0	0	0	1	0	1	0	0	0	1	0	1
Impact Attenuator	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	5	5	10	0	0	0	5	5	10
TOTAL	24	14	38	330	173	503	33	9	42	387	196	583

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	53	1,747	235	2,035	56	2,053
Dark/unlit	26	261	25	312	27	311
Dark/lighted	16	202	36	254	16	254
Dusk	7	80	5	92	7	90
Dawn	0	28	6	34	0	30
Unknown	0	3	0	3	0	3
TOTAL	102	2,321	307	2,730	106	2,741

Weather Conditions

Weather Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Clear	67	1,742	233	2,042	69	2,073
Cloudy	28	491	65	584	29	559
Rain	4	67	6	77	5	86
Fog/smog/smoke	3	6	0	9	3	8
Severe crosswinds	0	7	2	9	0	7
Sleet/hail	0	1	0	1	0	1
Unknown	0	7	3	10	0	7
TOTAL	102	2,321	309	2,732	106	2,741

Road Conditions

Road Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Dry	96	2,124	285	2,505	99	2,517
Wet	4	100	12	116	5	120
Sand/mud/dirt/oil	0	34	2	36	0	37
Other	1	22	4	27	1	24
Ice	0	1	1	2	0	1
Unknown	0	5	2	7	0	5
TOTAL	101	2,286	306	2,693	105	2,704

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	1	1	0	0	0	2	2
Barron	0	1	0	0	0	0	1	1
Bayfield	0	0	0	1	0	0	1	1
Brown	0	2	5	3	4	0	14	13
Buffalo	0	0	0	0	1	0	1	1
Calumet	0	1	0	0	1	0	2	2
Chippewa	0	0	1	1	0	0	2	2
Clark	0	0	0	0	1	0	1	1
Columbia	0	1	0	1	2	0	4	4
Crawford	0	0	0	0	2	0	2	2
Dane	1	2	3	4	5	0	15	14
Dodge	0	1	2	1	4	2	10	10
Door	0	0	0	0	1	0	1	1
Dunn	0	0	0	2	2	0	4	4
Eau Claire	0	1	0	0	0	0	1	1
Fond Du Lac	0	0	2	4	2	0	8	8
Forest	0	0	0	1	0	0	1	1
Grant	0	0	0	0	1	0	1	1
Green	0	0	0	1	1	1	3	3
Iowa	0	0	2	0	0	0	2	2
Iron	0	1	0	0	0	0	1	1
Jackson	0	0	0	0	2	1	3	3
Jefferson	0	0	1	4	2	0	7	6
Juneau	0	1	0	0	1	0	2	2
Kenosha	0	2	5	6	9	0	22	21
Kewaunee	0	0	1	0	0	0	1	1
La Crosse	0	2	1	2	1	0	6	6
Lincoln	0	0	0	2	0	0	2	2
Manitowoc	0	0	1	2	4	1	8	8
Marathon	1	0	4	2	1	0	8	8
Marinette	0	0	1	0	0	0	1	1
Marquette	0	0	0	0	1	0	1	1
Menominee	0	0	0	1	0	0	1	1
Milwaukee	0	2	9	7	4	3	25	25
Monroe	0	0	0	0	1	0	1	1
Oconto	0	1	1	0	0	0	2	2
Oneida	0	0	0	1	1	0	2	2
Outagamie	0	0	2	2	3	1	8	8
Ozaukee	0	0	2	1	1	0	4	4
Pierce	1	0	2	3	1	1	8	7
Polk	0	0	0	0	1	0	1	1
Portage	0	0	1	3	0	0	4	4
Price	0	0	0	0	0	1	1	1
Racine	0	2	3	4	5	1	15	14
Rock	0	2	3	2	3	0	10	10
Rusk	0	0	0	0	1	0	1	1
St. Croix	1	2	1	2	1	1	8	8
Sauk	0	2	3	2	5	1	13	12
Sawyer	0	0	0	0	1	0	1	1
Shawano	0	0	2	0	1	0	3	3
Sheboygan	0	0	0	6	1	1	8	8
Trempealeau	0	1	0	1	0	0	2	2
Vernon	2	0	0	0	1	0	3	3
Vilas	0	1	0	0	1	1	3	3
Walworth	0	0	4	3	2	0	9	7
Washburn	0	0	0	2	1	0	3	3
Washington	0	0	5	0	2	2	9	9
Waukesha	0	1	3	8	4	3	19	19
Waupaca	0	1	0	0	7	1	9	9
Waushara	0	1	0	1	1	0	3	3
Winnebago	0	0	2	2	0	0	4	4
Wood	0	0	1	1	1	0	3	3
TOTAL	6	32	74	89	98	22	321	312

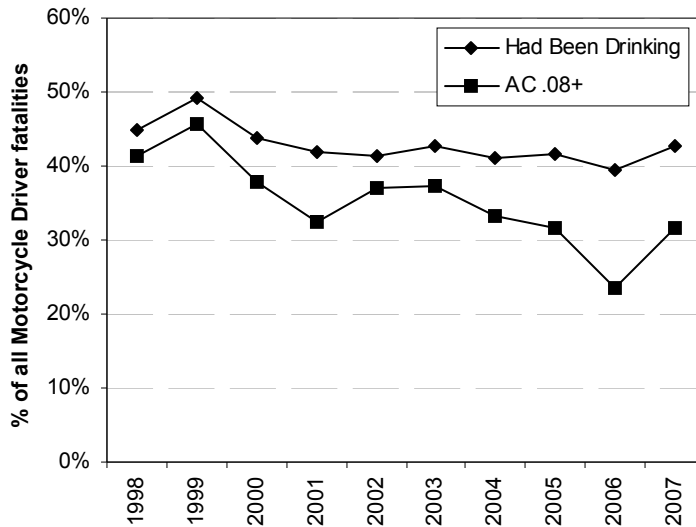
HBD = Had Been Drinking— The two numbers (249 & 243) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes.

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

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total Crashes	Total Killed	Total Injured
12-1 AM	13	2	1	4	0	0	4	24	2	22
1-2 AM	7	0	0	0	4	2	2	15	1	19
2-3 AM	11	3	2	2	2	0	6	26	7	20
3-4 AM	7	0	0	0	0	0	3	10	1	10
4-5 AM	0	0	1	0	1	0	0	2	1	2
5-6 AM	1	0	0	0	0	1	0	2	0	2
6-7 AM	0	1	0	1	0	0	1	3	1	3
8-9 AM	0	1	0	0	0	0	0	1	2	1
9-10 AM	0	0	0	0	0	1	0	1	0	1
11-12 PM	1	0	0	0	1	0	1	3	1	3
12-1 PM	0	0	0	0	0	2	1	3	1	4
1-2 PM	0	0	0	1	0	1	2	4	1	3
2-3 PM	1	0	0	0	1	1	3	6	2	7
3-4 PM	4	1	0	2	0	1	3	11	1	10
4-5 PM	10	0	0	1	1	0	5	17	1	19
5-6 PM	6	1	1	1	1	2	4	16	0	19
6-7 PM	9	2	1	0	1	4	8	25	2	27
7-8 PM	8	3	1	1	2	7	4	26	3	27
8-9 PM	13	3	3	4	1	3	10	37	9	35
9-10 PM	4	2	1	3	2	5	6	23	2	21
10-11 PM	4	1	4	1	6	3	11	30	5	27
11-12 AM	2	0	1	1	2	3	11	20	4	21
Unknown	3	1	0	0	3	0	0	7	1	6
TOTAL	104	21	16	22	28	36	85	312	48	309
Percentage	33.3%	6.7%	5.1%	7.1%	9.0%	11.5%	27.2%	100.0%		

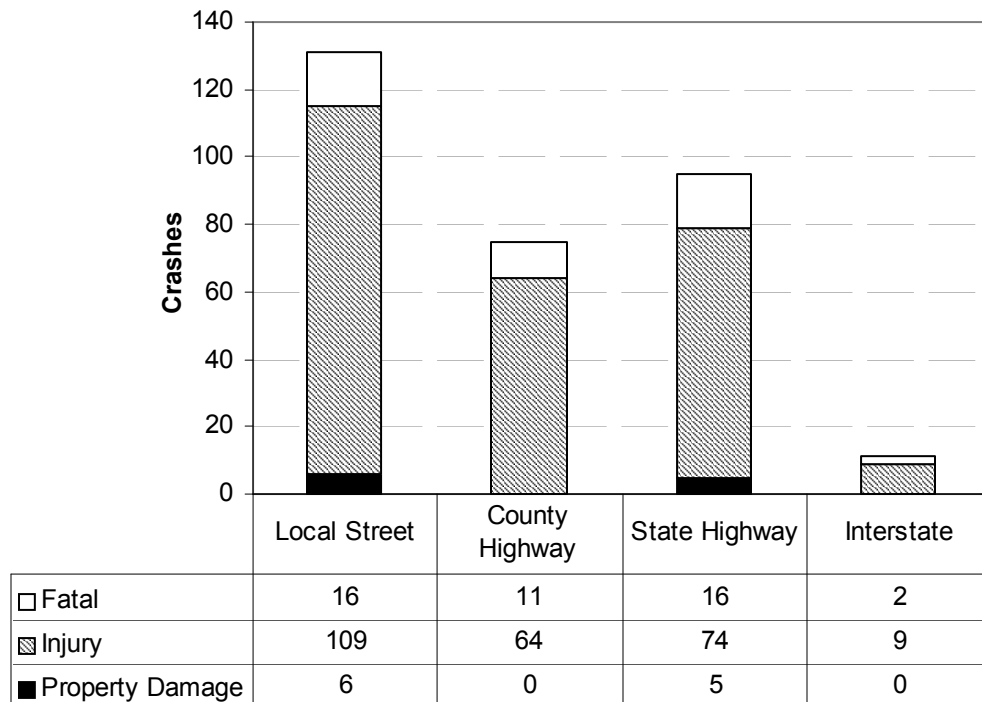
Note: This table represents crashes where the motorcyclist had been drinking. Time of day refers to a one-hour interval. Crashes could also include non-motorcyclists in which a motorcycle was involved.

1998-2007 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



	Motorcycle Driver Fatalities	Alcohol Concentration			Had Been Drinking
		Negative or Unknown	.01-.07	.08+	
1998	58	32	2	24	44.80%
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%
Total	749	430	60	259	42.59%
%	100%	57.41%	8.01%	34.58%	42.59%

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	166	131	48	95	440	28	22	14	5	69
Incapacitating	214	300	138	21	673	24	39	26	7	96
Nonincapacitating	513	397	200	39	1,149	56	52	31	4	143
Possible	216	164	79	34	493	23	17	14	2	56
Killed	23	45	24	10	102	2	0	1	0	3
TOTAL	1,132	1,037	489	199	2,857	133	130	86	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	194	154	62	100	510
Incapacitating	0	0	1	0	1	238	339	165	28	770
Nonincapacitating	0	2	0	1	3	569	451	231	44	1,295
Possible	0	0	0	0	0	239	181	93	36	549
Killed	1	0	0	0	1	26	45	25	10	106
TOTAL	1	3	1	1	6	1,266	1,170	576	218	3,230

*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	Eye Protection	None	Unknown/Other	Total	Helmet Only	Helmet & Eye Protection	Eye Protection	None	Unknown/Other	Total
5-9	0	0	0	0	0	0	1	2	0	1	0	4
10-14	0	0	0	1	0	1	3	5	0	1	0	9
15	0	0	0	1	0	1	1	5	0	0	0	6
16	1	7	0	0	0	8	2	1	0	1	0	4
17	5	10	1	6	0	22	2	0	0	0	1	3
18	16	21	7	7	0	51	0	2	3	2	0	7
19	13	23	11	8	3	58	3	1	3	1	0	8
20	15	18	25	7	3	68	0	0	1	2	0	3
21	13	22	20	7	3	65	1	2	2	0	0	5
22	12	20	17	8	4	61	0	1	5	2	0	8
23	13	14	16	2	0	45	0	2	3	2	0	7
24	10	17	12	14	1	54	1	1	4	1	0	7
25-34	53	115	167	88	19	442	7	1	19	7	4	38
35-44	61	101	210	114	25	511	6	6	39	26	6	83
45-54	59	131	243	110	25	568	8	21	24	15	1	69
55-64	36	94	118	39	10	297	6	10	4	10	1	31
65-74	17	19	12	5	0	53	0	1	0	0	0	1
75-84	4	2	1	0	1	8	0	0	0	0	0	0
85 & over	1	0	1	0	0	2	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	1	1	0	0	2
TOTALS	329	614	861	417	94	2,315	41	62	108	71	13	295

Age	Side Car						TOTAL					
	Helmet Only	Helmet & Eye Protection	Eye Protection	None	Unknown/Other	Total	Helmet Only	Helmet & Eye Protection	Eye Protection	None	Unknown/Other	Total
5-9	0	0	0	0	0	0	1	2	0	1	0	4
10-14	0	0	0	0	0	0	3	5	0	2	0	10
15	0	0	0	0	0	0	1	5	0	1	0	7
16	0	0	0	0	0	0	3	8	0	1	0	12
17	0	0	0	0	0	0	7	10	1	6	1	25
18	0	0	0	0	0	0	16	23	10	9	0	58
19	0	0	0	0	0	0	16	24	14	9	3	66
20	0	0	0	0	0	0	15	18	26	9	3	71
21	0	0	0	0	0	0	14	24	22	7	3	70
22	0	0	0	0	0	0	12	21	22	10	4	69
23	0	0	0	0	0	0	13	16	19	4	0	52
24	0	0	0	0	0	0	11	18	16	15	1	61
25-34	0	0	1	0	0	1	60	116	187	95	23	481
35-44	0	0	0	0	0	0	67	107	249	140	31	594
45-54	0	0	1	1	1	3	67	152	268	126	27	640
55-64	0	0	0	0	0	0	42	104	122	49	11	328
65-74	0	0	0	0	0	0	17	20	12	5	0	54
75-84	0	0	0	0	0	0	4	2	1	0	1	8
85 & over	0	0	0	0	0	0	1	0	1	0	0	2
Unknown	0	0	0	0	0	0	0	1	1	0	0	2
TOTALS	0	0	2	1	1	4	370	676	971	489	108	2,614

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		Eqp Use Unk		Total	Helmet Only		Helmet & Eye		Eye Only		None		Eqp 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
5-9	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
18	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
19	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
20	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1
21	1	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
22	0	0	1	0	2	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0
23	0	0	1	0	1	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
24	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
25-34	0	0	2	0	6	1	6	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0
35-44	2	0	2	0	8	0	6	0	4	0	22	0	0	0	0	0	0	0	0	0	0	0
45-54	2	0	3	0	16	3	5	0	1	1	31	0	1	0	0	0	0	0	0	0	0	1
55-64	1	0	1	0	4	0	3	0	1	0	10	0	0	0	0	0	0	0	0	0	0	0
65-74	0	0	2	0	2	0	1	0	0	0	5	0	0	0	1	0	0	0	0	0	0	1
85 and over	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
TOTALS	8	0	15	0	41	4	24	0	9	1	102	0	1	0	1	0	0	0	1	0	0	3

Age	Motorcycle Passenger: In Side Car											TOTAL										
	Helmet Only		Helmet & Eye		Eye Only		None		Eqp Use Unk		Total	Helmet Only		Helmet & Eye		Eye Only		None		Eqp 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
5-9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
18	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
19	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	3
21	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	3
22	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	1	0	4
23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	3
24	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
25-34	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	1	6	0	1	0	16
35-44	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	8	0	6	0	4	0	22
45-54	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	16	3	5	0	1	1	32
55-64	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4	0	3	0	1	0	10
65-74	0	0	0	1	0	0	0	0	0	0	1	0	0	2	2	2	0	1	0	0	0	7
85 and over	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTALS	0	0	0	1	0	0	0	0	0	0	1	8	1	15	2	41	4	24	1	9	1	106

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

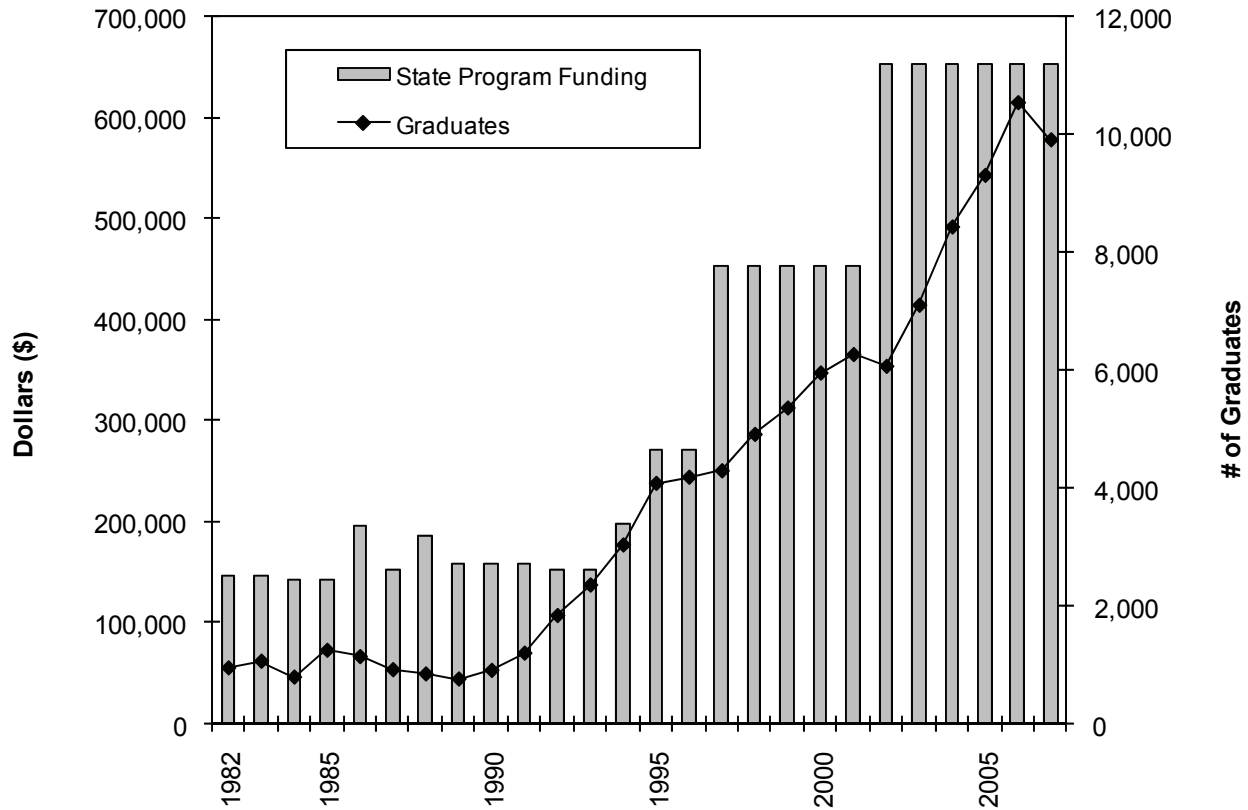
F = Female, M = Male, Tot = Total
 Helmet Only = Helmet worn, no eye protection
 Helmet & Eye = Helmet worn, eye protection worn
 Eye Only = No Helmet worn, eye protection worn
 None = No helmet worn, no eye protection worn
 Eqp Use Unk = Helmet and eye protection use not known

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	29	9	38	472	258	730	37	18	55	538	285	823
Speed Too Fast/Conditions	13	2	15	168	47	215	10	3	13	191	52	243
Driver Condition	15	7	22	125	73	198	7	7	14	147	87	234
Inattentive Driving	8	3	11	99	72	171	13	15	28	120	90	210
Exceeding Speed Limit	16	12	28	73	75	148	8	1	9	97	88	185
Following Too Close	1	2	3	46	49	95	6	3	9	53	54	107
Left of Center	7	1	8	25	10	35	6	0	6	38	11	49
Improper Overtake	1	0	1	18	18	36	8	2	10	27	20	47
Fail to Yield Right of Way	3	0	3	14	20	34	4	5	9	21	25	46
Disregard Traffic Control	4	0	4	8	18	26	2	1	3	14	19	33
Improper Turn	0	0	0	11	12	23	5	4	9	16	16	32
Unsafe Backing	1	0	1	0	0	0	0	1	1	1	1	2
Physically Disabled	1	0	1	1	0	1	0	0	0	2	0	2
Other	1	3	4	37	35	72	9	3	12	47	41	88
TOTAL	100	39	139	1,097	687	1,784	115	63	178	1,312	789	2,101

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 (1982-2007)



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
1998	19,125	1	99	1	1	89	2	92
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

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	8:24 AM	D	2	93 BMW	Hel/Eye	Wet	Daylight	Rain	M	67	FL License	W/B MC crossed centerline and E/B veh collided with it	STH	7,1,1
Mon	8:24 AM	P	2	93 BMW	Hel/Eye	Wet	Daylight	Rain	F	65	passenger	W/B MC crossed centerline and E/B veh collided with it	STH	7,1,1
Mon	7:37 PM	D	2	03 Suzuki	Eye	Dry	Daylight	Clear	M	31	INVALID	E/B MC accelerated & lost control/struck parked vehicle	Local	1,1,1,12
Mon	11:22 PM	D	1	07 H.D.	None	Dry	Dk/L	Clear	M	38	VALID	W/B MC at high rate of speed/failed to negotiate curve/entered ditch/ejected	USH	1,1,1
Mon	8:49 PM	D	1	03 Honda	Eye	Dry	Dk/L	Cloudy	M	22	INVALID	MC oper failed to negotiate curve/struck curb, gutter, power pole/ejected	Local	1,2,11,12
Mon	8:07 AM	D	1	06 H.D.	Eye	Dry	Dusk	Clear	M	25	VALID	N/B MC lost control/ejected	Local	1,1,1,12
Mon	2:37 AM	D	1	07 Honda	Eye	Dry	DK/NL	Clear	M	43	VALID	W/B MC at high rate of speed through curve crossed centerline and entered ditch/ejected	CTH	2,1,1,12
Mon	12:40 PM	D	2	01 Honda	Eye	Dry	Daylight	Clear	F	46	INVALID	W/B veh crossed centerline & struck E/B MC	Local	None
Tue	8:20 PM	D	4	01 H.D.	Eye	Dry	DK/NL	Clear	M	45	VALID	S/B car crossed centerline striking MC 1/ overcorrected in oncoming lane and was struck by MC 3.	STH	None
Tue	8:20 PM	D	4	95 H.D.	None	Dry	DK/NL	Clear	M	23	VALID	S/B car crossed centerline striking MC 1/ overcorrected in oncoming lane and was struck by MC 3.	STH	None
Tue	5:43 PM	D	2	99 Honda	Hel/Eye	Dry	Daylight	Clear	M	54	INVALID	N/B MC failed to negotiate curve/crossed centerline/head-on with another MC	STH	11
Tue	unknown	D	1	06 Moped	Eye	Dry	Daylight	Cloudy	M	85	INVALID	N/B MC veered E into ditch/ejected	Local	None
Tue	7:00 PM	D	1	86 Yamaha	None	Dry	Daylight	Clear	M	49	VALID	E/B MC at high rate of speed/crossed centerline & entered ditch/driver ejected	Local	1
Tue	11:06 PM	D	2	07 Kawasaki	None	Dry	Dk/L	Clear	M	41	INVALID	S/B vehicle pulled from SS into path of W/B MC/MC struck vehicle and ejected	Local	None
Tue	10:00 PM	D	2	04 Honda	Hel/Eye	Dry	Dk/L	Clear	M	22	IN License	S/B veh turned left in front of N/B MC/MC driver slid under vehicle	Local	None
Tue	4:08 PM	D	2	00 Moped	None	Dry	Daylight	Clear	M	88	I/A License	Veh turning left and Moped going straight at same time/doesn't appear contact was made	Local	None
Tue	7:18 PM	D	2	Suzuki	Helmet	Dry	Daylight	Clear	M	47	INVALID	MC at excessive speed struck the left rear tire of veh/ejected	STH	1,2,4,11,12
Tue	12:57 PM	D	3	97 H.D.	Eye	Dry	Daylight	Cloudy	F	45	VALID	N/B MC oper veered across centerline and struck S/B veh headon	STH	7,1,1
Tue	10:42 PM	D	2	01 H.D.	Unknown	Dry	DK/NL	Cloudy	M	39	INVALID	S/B veh made left turn in from to N/B MC/MC struck veh	CTH	None
Wed	2:01 PM	D	3	05 H.D.	Eye	Dry	Daylight	Clear	F	54	I/L License	W/B MC crossed centerline & sideswiped E/B veh/then collided with E/B MC/both ejected	STH	7,1,1
Wed	2:39 PM	D	1	85 Honda	Eye	Dry	Daylight	Cloudy	M	62	VALID	N/B MC tire blew out causing fall and slid	STH	None
Wed	3:52 PM	D	1	89 Honda	Eye	Dry	Daylight	Clear	M	69	INVALID	MC making left turn to go E/B struck curb then tree/ejected	STH	11
Wed	8:40 PM	D	1	03 H.D.	None	Dry	Dusk	Clear	M	43	VALID	W/B MC crossed centerline & went into E/B ditch/struck driveway embankment/ejected	STH	1,2,11,12
Wed	2:03 AM	D	2	05 Suzuki	None	Dry	Dk/L	Clear	M	33	INVALID	MC going W/B collided with veh turning N/B into parking lot/ejected	Local	None
Wed	6:56 AM	D	1	93 H.D.	Eye	Dry	Daylight	Clear	M	51	VALID	MC driver failed to negotiate left turn/overturned/partially ejected	CTH	11
Wed	4:02 PM	D	2	64 H.D.	Eye	Wet	Daylight	Rain	M	49	INVALID	S/B MC went through SS/struck pick-up/ejected	CTH	3
Wed	7:59 PM	D	2	98 H.D.	Eye	Dry	Dusk	Clear	M	65	VALID	S/B MC struck deer/laid bike down	CTH	None
Thu	9:20 PM	D	2	93 H.D.	Eye	Wet	Wet	Rain	M	42	VALID	S/B MC struck the rear bumper of veh crossing street from private drive to parking lot	Local	None
Thu	7:37 PM	D	1	02 Yamaha	Eye	Dry	Dusk	Clear	M	54	VALID	W/B MC struck a deer/ejected	STH	None
Thu	6:55 PM	P	2	04 Honda	Helmet	Dry	Daylight	Clear	F	52	passenger	W/B MC went thru SS and struck S/B veh/MC occupants ejected	CTH	8,12
Thu	10:17 PM	D	1	03 Buell	Helmet	Dry	DK/NL	Cloudy	M	19	VALID	N/B MC lost control/entered ditch/struck mailbox/ejected	CTH	1,2
Thu	5:21 PM	D	1	06 Honda	Helmet	Dry	Daylight	Clear	M	35	VALID	At high rate of speed MC failed to negotiate curve/entered ditch/ejected	CTH	1,1,1
Thu	10:38 PM	D	2	80 Honda	None	Dry	DK/L	Cloudy	M	60	VALID	W/B veh ran redlight and struck N/B MC	CTH	None
Thu	6:05 PM	D	1	06 Suzuki	None	Dry	Daylight	Clear	M	30	no report	S/B MC lost control and was ejected	Local	1,1,1
Thu	2:05 PM	D	2	82 Honda	None	Dry	Daylight	Clear	M	68	VALID	N/B veh going through intersection was struck by W/B MC/ejected	Local	None
Thu	2:00 AM	D	1	98 Honda	Hel/Eye	Dry	Dk/L	Cloudy	M	20	INVALID	MC was E/B at high rate of speed/failed to negotiate curve in road/front wheel struck curb/ejected	STH	1,1,1
Thu	6:10 PM	D	2	83 Kawasaki	None	Dry	Daylight	Clear	M	44	VALID	N/B veh turning left failed to give right of way to S/B MC/MC struck truck/ejected	USH	None
Thu	9:15 AM	D	1	92 H.D.	Hel/Eye	Dry	Daylight	Clear	M	47	VALID	N/B MC lost control going into curve/rolled 3-wheel	Local	2,13
Thu	3:41 PM	D	2	06 H.D.	None	Dry	Daylight	Cloudy	M	32	INVALID	MC driver failed to negotiate right turn to go S/B/laid bike down/struck by veh in N/B lane	Local	11
Thu	4:36 PM	D	2	03 H.D.	None	Dry	Daylight	Cloudy	F	49	VALID	S/B MC crossed centerline/MC struck NB car head-on/MC oper was ejected	USH	None
Thu	8:55 PM	D	2	05 Honda	Eye	Dry	Dk/L	Clear	M	22	INVALID	SUV turned left in front of MC who had right of way/veh collided/MC driver ejected	CTH	None
Thu	8:00 PM	D	2	95 Suzuki	Eye	Dry	Dk/NL	Clear	M	26	INVALID	Both MC's were E/B when one rear-ended the other/MC fell and slid	CTH	None
Thu	4:05 AM	P	1	06 Suzuki	None	Dry	DK/L	Clear	F	20	passenger	N/B MC left roadway & entered gore area of ramp/lost control/ejected	USH	1,1,2
Thu	5:44 PM	D	1	03 Royal Enfield	Hel/Eye	Dry	Daylight	Clear	M	53	INVALID	N/B MC struck deer & ejected	Local	None
Thu	3:02 PM	D	2	05 BMW	Eye	Dry	Daylight	Cloudy	M	62	VALID	N/B MC Struck back end of tractor mower	CTH	4

Fatally Injured Motorcyclists

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Thu	7:49 PM	D	1	03 H.D.	None	Dry	DK/NL	Clear	M	43	VALID	E/B MC struck deer/ ejected	Local	None
Thu	8:13 PM	D	1	07 Yamaha	Helmet	Dry	DK/L	Cloudy	M	18	INVALID	N/B MC at high rate of speed skidded/ struck curb/ejected	Local	11
Fri	10:54 PM	D	1	99 H.D.	Eye	Dry	DK/NL	Fog, Smog, Smoke	M	45	INVALID	MC failed to negotiate curve/braked hard/ejected	CTH	4,5,11,12
Fri	11:24 AM	D	1	89 H.D.	None	Dry	Daylight	Clear	M	54	VALID	N/B MC left roadway/overturned in ditch/ejected	CTH	14
Fri	7:15 PM	D	1	95 H.D.	Eye	Dry	Daylight	Clear	M	52	MIN License	MC driver S/B failed to negotiate curve/skidded off road and into RR signal arm pole	CTH	2,4,7,11,12
Fri	3:00 PM	D	2	05 Yamaha	Helmet	Dry	Daylight	Clear	M	56	VALID	MC lost control attempting to avoid another vehicle making unsafe lane change	USH	None
Fri	6:15 PM	D	2	99 Yamaha	None	Dry	Daylight	Clear	M	40	VALID	MC was struck by deer/ejected/then struck by another MC	CTH	None
Fri	7:32 PM	D	2	99 YMC	None	Dry	DK/NL	Cloudy	M	56	INVALID	"no narrative given in folder"	CTH	None
Fri	10:50 PM	D	2	07 KYMC	Eye	Dry	DK/NL	Cloudy	M	56	INVALID	E/B veh turned left into W/B MC/ veh failed to give right of way	CTH	None
Fri	11:38 PM	D	2	06 Buell	Helmet	Dry	DK/NL	Clear	M	42	VALID	N/B MC struck deer & ejected/came to rest in ditch	CTH	12
Fri	11:23 PM	D	1	75 Honda	None	Dry	DK/NL	Clear	M	41	INVALID	N/B MC failed to stop at SS/ W/B MC strikes right side/ejected	CTH	2
Fri	3:43 PM	D	2	06 Ducati	Hel/Eye	Dry	Daylight	Clear	M	33	VALID	E/B MC struck deer/ ejected	USH	None
Fri	7:56 PM	D	2	07 Kawasaki	Eye	Dry	DK/NL	Clear	M	45	VALID	E/B veh proceeded into intersection & was struck by S/B MC	Local	1
Sat	12:37 PM	D	2	93 Honda	None	Dry	Daylight	Clear	M	40	VALID	MC oper was S/B & entering curve at high rate of speed & entered ditch/struck utility pole	STH	2,11
Sat	6:14 PM	D	1	99 Buell	Helmet	Dry	Daylight	Clear	M	48	VALID	MC driver lost control/struck a tree	Local	4,14
Sat	2:58 PM	P	1	78 Suzuki	None	Dry	Daylight	Cloudy	M	35	INVALID	W/B MC lost control/left the roadway/struck a tree	Local	4,14
Sat	3:00 AM	D	1	97 H.D.	None	Dry	DK/NL	Fog, Smog, Smoke	M	21	passenger	MC collided with a truck	Local	4
Sat	12:20 PM	D	2	99 H.D.	None	Dry	Daylight	Cloudy	M	46	VALID	MC collided with a truck	CTH	3
Sat	11:30 PM	D	2	81 Honda	None	Dry	DK/L	Cloudy	M	50	INVALID	E/B veh turned left in front of W/B MC/MC struck veh/ejected	Local	None
Sat	12:17 AM	D	2	99 BMW	None	Dry	DK/NL	Clear	M	55	VALID	S/B vehicle made left turn into N/B MC	Local	None
Sat	11:53 PM	D	4	04 Honda	Eye	Dry	DK/L	Clear	F	34	VALID	E/B MC changing lanes & rear-ended second MC/ejected	USH	1,4,5,12
Sat	11:41 AM	D	2	06 Kawasaki	Eye	Dry	Daylight	Clear	M	46	INVALID	Veh traveling S/B through intersection was struck by MC going at high rate of speed	STH	1,11
Sat	10:20 PM	D	1	95 Honda	None	Dry	DK/L	Cloudy	M	20	INVALID	E/B MC crossed into oncoming lane and struck guardrail/driver & passenger ejected	STH	1,2,7,11,12
Sat	12:25 PM	D	1	05 Yamaha	Helmet	Dry	Dusk	Clear	M	21	INVALID	W/B MC at high rate of speed/lost control/went into median/ejected	STH	1,11
Sat	1:06 PM	D	2	04 H.D.	None	Dry	Daylight	Clear	M	28	INVALID	N/B operator crossed centerline & struck curb/ejected	STH	11
Sat	10:07 AM	D	2	06 H.D.	Eye	Dry	Daylight	Cloudy	M	55	INVALID	W/B veh pulled from SS into path of S/B MC/driver & passenger ejected	STH	None
Sat	12:57 AM	D	1	98 H.D.	None	Dry	DK/NL	Clear	M	50	VALID	E/B MC pulled from SS and was struck by N/B veh	STH	None
Sat	1:00 PM	D	1	06 Honda	Hel/Eye	Dry	DK/NL	Clear	M	34	INVALID	MC was W/B/failed to negotiate curve/crossed E/B lanes/entered ditch/ejected	STH	12
Sat	2:58 PM	D	2	84 Yamaha	Eye	blank	Daylight	Clear	M	42	INVALID	MC driver failed to negotiate curve/went into median & ditch/MC rolled	USH	11
Sat	11:50 PM	D	1	01 Honda	None	Dry	DK/NL	Cloudy	M	22	IL License	S/B veh stopped at SS/proceeded through intersection & struck by MC Driver	Local	None
Sat	3:00 PM	P	3	95 H.D.	Hel/Eye	Dry	Daylight	Clear	M	70	VALID	N/B MC failed to negotiate curve/crossed centerline/entered ditch/ejected	Local	4
Sat	3:00 PM	P	3	95 H.D.	Hel/Eye	Dry	Daylight	Clear	F	65	passenger	S/B veh entered intersection and struck E/B MC/both ejected	STH	None
Sat	1:15 PM	D	2	04 H.D.	None	Dry	Daylight	Cloudy	M	47	INVALID	S/B MC rear-ended a stopped vehicle in a construction zone/ejected	STH	4
Sat	6:45 PM	D	2	97 H.D.	Eye	Dry	DK/NL	Cloudy	M	30	VALID	W/B MC at high rate of speed struck the rear end of a tractor/ejected	CTH	1,4
Sat	1:35 PM	D	1	80 Suzuki	Eye	Dry	Daylight	Clear	M	50	INVALID	N/B MC at high rate of speed through curve/skidded/struck curb/ejected	Local	1,11
Sat	12:38 AM	D	1	01 H.D.	Eye	Dry	DK/NL	Fog, Smog, Smoke	M	61	VALID	S/B MC struck deer/ejected	CTH	12
Sat	4:51 PM	D	2	05 Honda	Hel/Eye	Dry	Daylight	Clear	M	21	INVALID	W/B MC failed to stop for SS/struck N/B veh	Local	3,8
Sun	6:01 PM	D	3	80 Honda	Helmet	Dry	Daylight	Cloudy	M	28	VALID	MC making U-turn from crossover pulled into veh in right lane & then struck by another veh	IH	8
Sun	11:07 PM	D	4	00 Honda	Eye	Wet	DK/NL	Rain	M	42	INVALID	S/B MC scraped median curb/overturned/driver & passenger ejected/driver struck signpost	USH	11
Sun	5:48 AM	D	1	03 H.D.	Eye	Dry	DK/NL	Clear	M	24	VALID	E/B MC rear-ended by another MC/drivers ejected	USH	None
Sun	12:50 PM	D	2	07 Suzuki	Hel/Eye	Other	Daylight	Clear	M	23	MIN License	E/B MC crossed centerline while negotiating curve & struck veh head-on/ejected	CTH	7,11
Sun	9:30 PM	D	1	05 HMDE	Eye	Dry	DK/NL	Clear	M	44	VALID	E/B MC going around barricades lost control on gravel/MC overturned/ejected	Local	8,11
Sun	8:00 AM	D	2	94 BMW	Hel/Eye	Dry	DK/NL	Clear	M	39	INVALID	MC was S/B/failed to negotiate curve/entered ditch/struck tree/ejected	CTH	2,11
Sun	8:51 PM	D	1	85 Yamaha	Eye	Dry	Dusk	Cloudy	M	52	INVALID	E/B veh attempting to pass another E/B veh went head-on into MC driver heading W/B	STH	None
Sun	6:45 PM	D	1	05 Buell	None	Dry	Daylight	Clear	M	23	IL License	MC driver traveling S/B on ramp lost control/went sideways & fell/ejected	USH	2,11,12
												E/B MC at high rate of speed/lost control going over RR tracks and failed to negotiate curve	Local	1,11

Fatally Injured Motorcyclists

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Sun	2:12 AM	D	1	92 Suzuki	None	Dry	DK/L	Cloudy	M	28	INVALID	MC traveling E/B collided with veh traveling in unknown direction/hit and run	Local	14
Sun	11:36 AM	D	2	89 Kawasaki	Hel/Eye	Dry	Daylight	Clear	M	24	INVALID	E/B MC struck by W/B veh turning left/both vehicles traveling uphill/vision may have been obscured	Local	1,2
Sun	8:40 PM	D	1	05 H.D.	None	Dry	Dusk	Clear	M	53	VALID	MC was N/B at high rate of speed/lost control/went off road and ejected	Local	1
Sun	2:58 AM	D	1	75 H.D.	Eye	Dry	DK/NL	Clear	M	35	VALID	MC S/B & crossed centerline striking N/B guardrail/MC oper was ejected	STH	7
Sun	8:57 PM	D	1	02 H.D.	Eye	Dry	DK/NL	Clear	M	52	INVALID	Failed to negotiate curve/ejected	CTH	1,11
Sun	4:30 PM	D	2	00 Panzer	Eye	Dry	Daylight	Clear	M	51	VALID	N/B MC crossed centerline/struck S/B pickup headon/ejected	STH	7
Sun	11:58 PM	D	1	87 H.D.	Eye	Dry	DK/NL	Clear	M	35	INVALID	N/B MC failed to negotiate curve/went into ditch	STH	4
Sun	3:25 PM	D	2	06 H.D.	Eye	Dry	Daylight	Cloudy	M	34	MN License	MC failed to negotiate curve/struck guardrail/ejected	STH	11,12
Sun	2:58 AM	D	2	06 H.D.	None	Dry	DK/NL	Clear	M	46	IL License	N/B MC lost control/ejected/struck by other veh	IH	1,11
Sun	1:40 AM	D	1	05 H.D.	Eye	Dry	DK/NL	Clear	M	48	VALID	MC failed to negotiate curve/entered ditch/ejected	CTH	1,12
Sun	8:45 PM	D	2	05 W/LDF	Unknown	Dry	DK/NL	Clear	M	40	INVALID	N/B veh turning left struck S/B MC/ejected	STH	None
Sun	1:00 AM	D	1	06 Yamaha	None	Dry	DK/NL	Cloudy	M	26	VALID	N/B MC at high rate of speed failed to negotiate curve/left roadway/ejected	CTH	1,2,11,12
Sun	6:00 PM	D	2	05 Honda	Eye	Dry	Daylight	Clear	M	55	VALID	S/B veh pulled in front of W/B MC/ MC laid bike down/slid into veh	Local	None
Sun	7:27 PM	D	1	05 H.D.	Eye	Dry	DK/NL	Clear	M	43	VALID	N/B MC struck deer/ejected	CTH	None
Sun	8:23 PM	D	1	05 H.D.	None	Dry	DK/NL	Cloudy	M	53	VALID	N/B MC swerved to miss deer/ejected (did not contact deer)	STH	12
Sun	8:37 AM	D	1	05 H.D.	None	Dry	Daylight	Clear	M	26	INVALID	E/B MC struck deer/ ejected	Local	None
Sun	10:17 AM	D	2	07 Suzuki	Hel/Eye	Dry	Daylight	Cloudy	M	61	MN License	N/B MC struck vehicle that stopped suddenly for traffic	STH	5

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 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
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