

2005 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK



Prepared by the
Wisconsin Department
of Transportation



Wisconsin Department of Transportation

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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 "2005 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 cursive script that reads "Daniel W. Lonsdorf".

Major Daniel W. Lonsdorf
Director

2005 Motorcycle Safety At A Glance

- In 2005, there were 5.4 registered motorcycles for every 100 Wisconsin residents. In 10 years, the number of residents holding a Class M endorsement (motorcycle license) has increased by 19% from 355,983 in 1996 to 439,419 in 2005.
- In 2005, 92 motorcyclists, including passengers, were killed in traffic crashes compared to 80 in 2004, a 13% increase. This figure is also 46% higher than the 50 fatalities that occurred in 1996.
- 2,583 motorcyclists were injured on Wisconsin roads in 2005. That represents a 11.7% increase from the 2,281 injured in 2004 and a 29% increase from 1996. An additional 136 non-motorcyclists were injured in crashes involving motorcycles in 2005.
- While cyclists between ages 35 and 54 account for 58.9% of licensed motorcyclists, they accounted for 47.2% of motorcyclists in crashes in 2005. 16-24 year olds account for only 4.1% of the licensed motorcyclists, but account for 17.7% of those in crashes in 2005.
- Since 1996, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2005, 36 cyclists in this group were killed compared to eleven in 1996. This represents over a three-fold increase.
- Alcohol and/or speed were the primary contributing factors in 64% of fatal single unit motorcycle crashes in 2005 and in 38% of all single unit crashes.
- There were 356 alcohol-related motorcycle crashes in 2005. Of these, 297 or 83.4% occurred between 4 p.m. and 4 a.m.
- In 2005, only 3% of passenger car/deer crashes and 1% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 80.7% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 22 (24%) of the 92 motorcyclists killed in traffic crashes in 2005.
- Motorcycle helmets were known to have been worn by 35% of all motorcyclists involved in crashes in 2005.
- Almost nine out of 10 motorcycle crashes occurred on dry pavement in 2005.
- 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 one of 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 2004 were: 1) Failure to control, 2) Speed too fast/conditions 3) Driver condition, 4) Exceeding speed limit, 5) Inattentive driving.

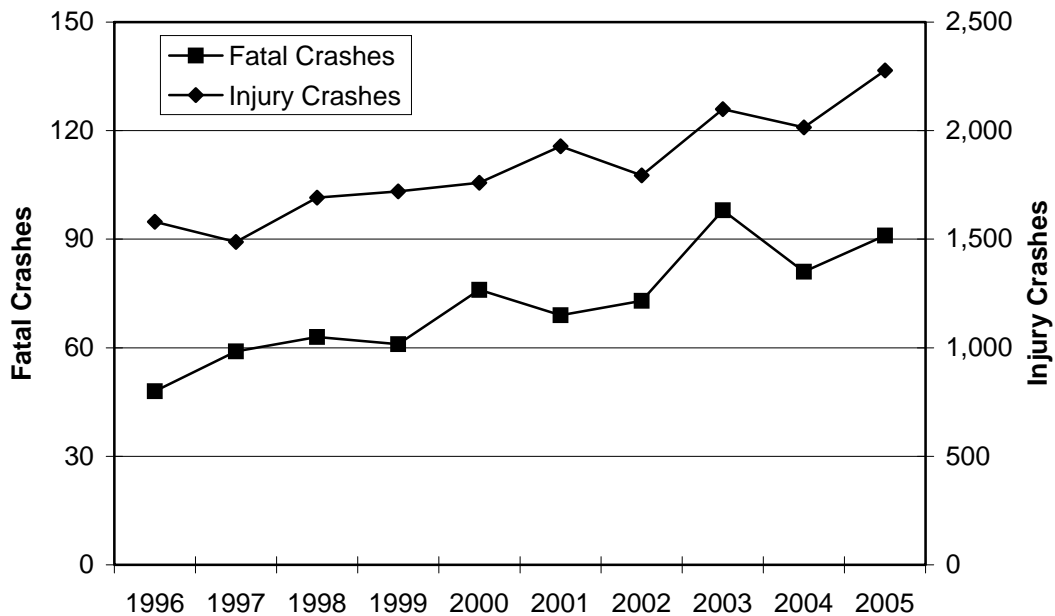
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Motorcycle Crashes 10-Year Summary

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
1996	148,975	50	48	24	1,580	195	1,823	40	10
1997	167,997	63	59	37	1,487	214	1,760	52	11
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

1996-2005 Fatal and Injury Motorcycle Crashes



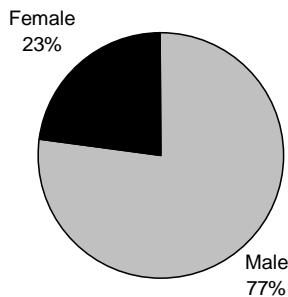
Drivers with Motorcycle Endorsements by Type, Gender, and Age

Motorcycle License - Class M									
Age	Instruction Permits		Probationary		Regular		Totals		Total
	Male	Female	Male	Female	Male	Female	Male	Female	
16	95	17	107	19	0	0	202	36	238
17	269	27	478	48	0	0	747	75	822
18	499	54	727	105	7	1	1,233	160	1,393
19	563	56	96	11	784	97	1,443	164	1,607
20	573	66	71	6	1,232	167	1,876	239	2,115
21	511	79	51	9	1,587	218	2,149	306	2,455
22	452	72	28	2	2,066	249	2,546	323	2,869
23	434	81	12	5	2,495	377	2,941	463	3,404
24	396	92	17	1	2,820	464	3,233	557	3,790
25-34	2,682	814	133	12	45,983	7,774	48,798	8,600	57,398
35-44	2,062	959	92	2	99,555	15,748	101,709	16,709	118,418
45-54	1,291	690	38	4	131,192	16,455	132,521	17,149	149,670
55-64	513	135	6	0	70,638	7,220	71,157	7,355	78,512
65-74	139	6	0	0	21,883	1,753	22,022	1,759	23,781
75+	10	0	0	0	8,253	401	8,263	401	8,664
TOTAL	10,489	3,148	1,856	224	388,495	50,924	400,840	54,296	455,136

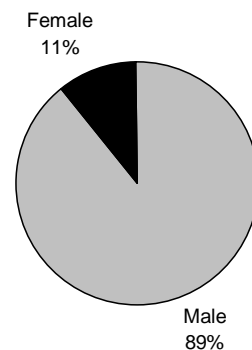
Note: As of 12/31/05

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

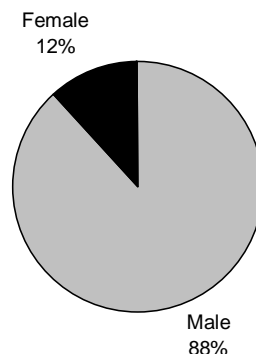
Instruction Permits



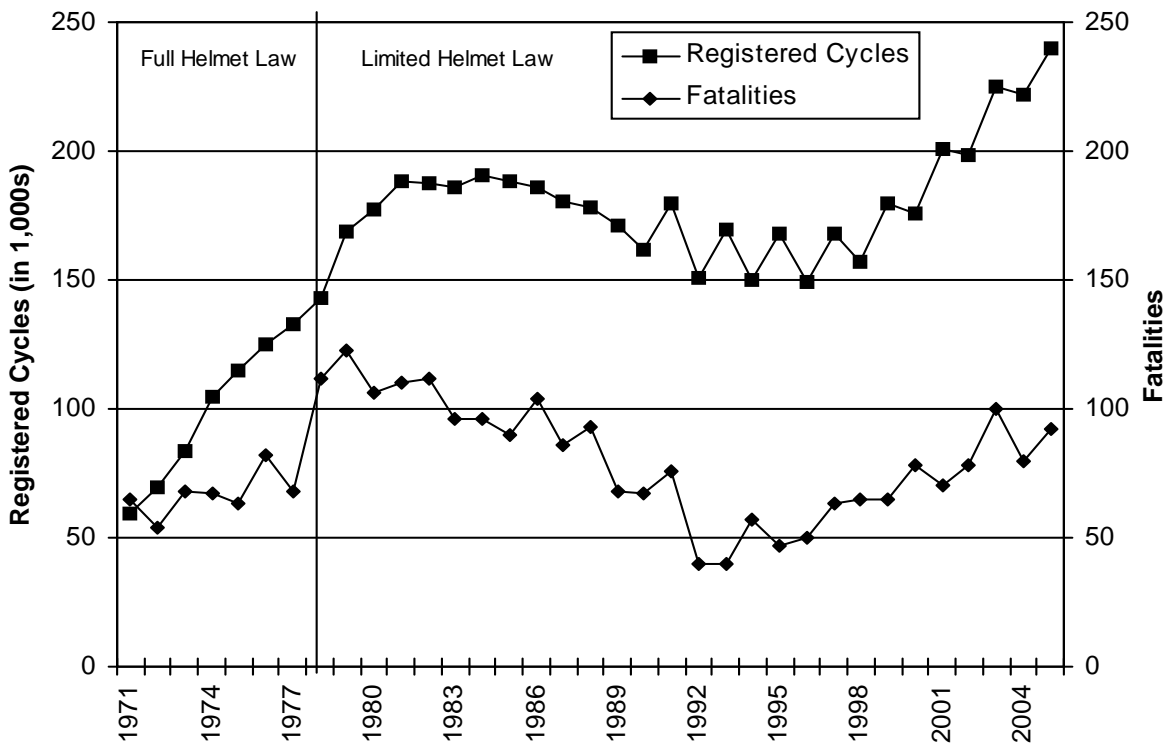
Probationary License



Regular License



Registered Cycles and Motorcycle Rider Fatalities (1971-2005)



Motorcycle Sales in Wisconsin (TOTAL)

Year	New Cycles	Used Cycles Dealer	Used Cycles Private	Total Cycle Sales
2001	14,956	7,452	25,812	48,220
2002	16,727	7,882	27,373	51,982
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

Motorcycle Sales in Wisconsin (USED)

Year	Dealer	Private	Percent Dealer	Percent Private
2001	7,452	25,812	22.4%	77.6%
2002	7,882	27,373	22.4%	77.6%
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%

Motorcycle Sales (NEW VS USED)

Year	New Cycles	Used Cycles	Percent	
			New	Used
2001	14,956	33,264	31.0%	69.0%
2002	16,727	35,255	32.2%	67.8%
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%

Motorcycle Sales (DEALER VS PRIVATE)

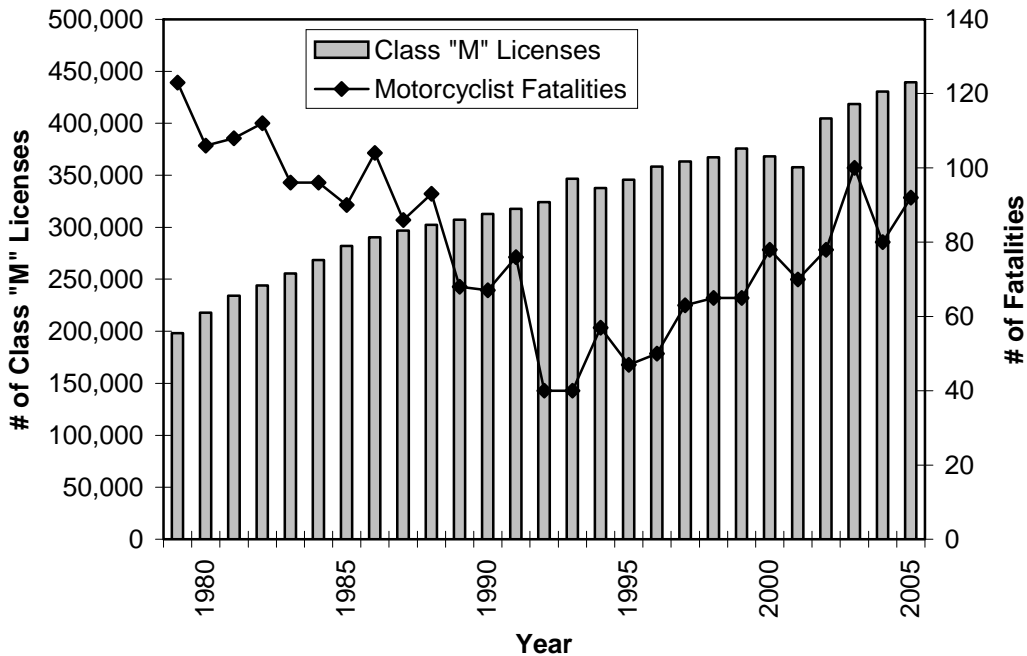
Year	Dealer	Private	Percent	
			Dealer	Private
2001	22,408	25,182	46.5%	52.2%
2002	24,609	27,373	47.3%	52.7%
2003	25,151	27,444	47.8%	52.2%
2004	25,381	29,445	46.3%	53.7%
2005	31,887	25,566	55.5%	44.5%

Registered Cycles and Total Crashes by County

County	2005 Estimated Population	Registered Cycles	Cycles per 1000 Residents	Total Cycle Crashes	Crashes per 100 Registered	Total Vehicle Crashes	% Cycle Crashes
Adams	21,224	1,491	70.25	13	0.87	461	2.82%
Ashland	16,905	765	45.25	10	1.31	264	3.79%
Barron	46,805	2,787	59.54	24	0.86	856	2.80%
Bayfield	15,666	1,062	67.79	12	1.13	307	3.91%
Brown	240,404	12,464	51.85	88	0.71	4,073	2.16%
Buffalo	14,076	1,030	73.17	19	1.84	302	6.29%
Burnett	16,542	998	60.33	12	1.20	291	4.12%
Calumet	45,168	2,856	63.23	13	0.46	730	1.78%
Chippewa	60,367	3,644	60.36	26	0.71	1,212	2.15%
Clark	34,453	1,845	53.55	16	0.87	603	2.65%
Columbia	54,940	3,473	63.21	42	1.21	1,700	2.47%
Crawford	17,493	944	53.96	10	1.06	372	2.69%
Dane	458,297	20,281	44.25	165	0.81	10,036	1.64%
Dodge	88,748	5,694	64.16	38	0.67	1,681	2.26%
Door	29,299	2,938	100.28	25	0.85	808	3.09%
Douglas	43,870	2,099	47.85	26	1.24	916	2.84%
Dunn	42,208	2,429	57.55	23	0.95	1,190	1.93%
Eau Claire	97,142	4,546	46.80	39	0.86	2,460	1.59%
Florence	5,213	332	63.69	3	0.90	153	1.96%
Fond Du Lac	100,180	6,244	62.33	47	0.75	2,512	1.87%
Forest	10,213	613	60.02	5	0.82	223	2.24%
Grant	50,664	3,373	66.58	25	0.74	1,155	2.16%
Green	35,578	2,571	72.26	22	0.86	875	2.51%
Green Lake	19,375	1,216	62.76	12	0.99	544	2.21%
Iowa	23,789	1,380	58.01	9	0.65	493	1.83%
Iron	6,922	455	65.73	4	0.88	90	4.44%
Jackson	19,828	1,429	72.07	16	1.12	761	2.10%
Jefferson	79,188	5,008	63.24	36	0.72	1,776	2.03%
Juneau	26,656	1,799	67.49	15	0.83	797	1.88%
Kenosha	158,219	8,954	56.59	102	1.14	3,792	2.69%
Kewaunee	21,082	1,714	81.30	11	0.64	249	4.42%
La Crosse	110,128	5,245	47.63	45	0.86	2,680	1.68%
Lafayette	16,312	950	58.24	13	1.37	483	2.69%
Langlade	21,389	1,131	52.88	10	0.88	312	3.21%
Lincoln	30,402	1,802	59.27	21	1.17	849	2.47%
Manitowoc	84,480	6,857	81.17	54	0.79	1,865	2.90%
Marathon	131,377	7,146	54.39	49	0.69	2,991	1.64%
Marinette	44,471	2,827	63.57	31	1.10	865	3.58%
Marquette	15,138	1,076	71.08	6	0.56	444	1.35%
Menominee	4,616	37	8.02	2	5.41	49	4.08%
Milwaukee	938,995	29,354	31.26	389	1.33	22,123	1.76%
Monroe	43,069	2,837	65.87	31	1.09	1,344	2.31%
Oconto	38,243	3,150	82.37	25	0.79	609	4.11%
Oneida	38,073	2,487	65.32	22	0.88	901	2.44%
Outagamie	170,680	10,675	62.54	78	0.73	3,440	2.27%
Ozaukee	85,787	5,011	58.41	25	0.50	1,457	1.72%
Pepin	7,596	510	67.14	8	1.57	157	5.10%
Pierce	39,329	2,452	62.35	27	1.10	629	4.29%
Polk	44,613	2,746	61.55	21	0.76	594	3.54%
Portage	69,365	3,408	49.13	35	1.03	1,799	1.95%
Price	15,993	940	58.78	5	0.53	183	2.73%
Racine	193,239	10,192	52.74	102	1.00	4,303	2.37%
Richland	18,061	1,219	67.49	16	1.31	546	2.93%
Rock	156,994	8,748	55.72	78	0.89	3,666	2.13%
Rusk	15,469	768	49.65	11	1.43	251	4.38%
St. Croix	75,686	5,070	66.99	38	0.75	2,037	1.87%
Sauk	59,266	3,992	67.36	43	1.08	1,985	2.17%
Sawyer	17,146	773	45.08	8	1.03	369	2.17%
Shawano	42,029	2,299	54.70	16	0.70	1,394	1.15%
Sheboygan	116,075	8,115	69.91	67	0.83	2,667	2.51%
Taylor	19,902	1,203	60.45	7	0.58	498	1.41%
Trempealeau	27,975	1,782	63.70	13	0.73	559	2.33%
Vernon	29,189	1,547	53.00	28	1.81	726	3.86%
Vilas	22,215	1,481	66.67	8	0.54	539	1.48%
Walworth	98,496	6,610	67.11	67	1.01	1,867	3.59%
Washburn	17,000	934	54.94	6	0.64	361	1.66%
Washington	125,940	8,699	69.07	70	0.80	2,794	2.51%
Waukesha	377,348	22,386	59.32	149	0.67	7,613	1.96%
Waupaca	53,351	3,169	59.40	21	0.66	1,619	1.30%
Waushara	24,918	1,524	61.16	17	1.12	889	1.91%
Winnebago	163,244	8,727	53.46	81	0.93	3,719	2.18%
Wood	76,644	5,517	71.98	29	0.53	1,316	2.20%
Wisconsin 2005	5,580,757	301,830	54.08	2,680	0.89	125,174	2.14%
US 2004	292,892,127	5,767,934	19.69	81,000	1.40	6,181,000	1.31%

Based on 2005 Population Estimates and 2005 registration Data.
Source: WisDOT/DMV/Accident Database
State of Wisconsin Department of Administration
US Data are 2004 estimates from the U.S. Bureau of the Census and NHTSA

Motorcyclist Fatalities and Number of Operators with Class "M" Licenses (1979-2005)



Motorcyclists 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				
5-9	0	0	0	0	0	2	0	2	0	4	0	4	0	1	0	1	0	7	0	7
10-14	0	0	0	0	0	2	0	2	5	2	0	7	2	3	0	5	7	7	0	14
15	0	0	0	0	1	0	0	1	1	3	0	4	0	1	0	1	2	4	0	6
16	0	0	0	0	1	2	0	3	0	0	0	0	1	3	0	4	2	5	0	7
17	0	1	0	1	2	1	0	3	1	13	0	14	0	6	0	6	3	21	0	24
18	0	0	0	0	1	13	0	14	3	29	0	32	1	11	0	12	5	53	0	58
19	0	0	0	0	1	16	0	17	3	30	0	33	3	8	0	11	7	54	0	61
20	1	5	0	6	0	11	0	11	4	33	0	37	1	13	0	14	6	62	0	68
21	1	2	0	3	3	14	0	17	3	24	0	27	1	13	0	14	8	53	0	61
22	0	1	0	1	1	22	0	23	3	36	0	39	3	15	0	18	7	74	0	81
23	0	2	0	2	2	4	0	6	8	21	0	29	0	13	0	13	10	40	0	50
24	0	0	0	0	1	12	0	13	6	36	0	42	0	12	0	12	7	60	0	67
25-34	2	19	0	21	27	114	0	141	53	221	0	274	19	75	0	94	101	429	0	530
35-44	3	19	0	22	45	149	0	194	62	251	0	313	31	114	0	145	141	533	0	674
45-54	3	19	0	22	41	146	0	187	46	214	0	260	35	109	0	144	125	488	0	613
55-64	0	10	0	10	11	80	0	91	26	101	0	127	9	47	0	56	46	238	0	284
65-74	0	1	0	1	3	12	0	15	1	26	0	27	1	10	0	11	5	49	0	54
75-84	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5
85 and over	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	1
Unknown	0	0	0	0	3	0	0	3	1	3	1	5	1	0	1	2	5	3	2	10
TOTAL	10	82	0	92	143	600	0	743	226	1,049	1	1,276	109	454	1	564	488	2,185	2	2,675

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	2	0	2	0	0	0	2	0	2	0	0	0	2	0	2
Feb	0	0	0	1	6	7	0	0	0	1	6	7	0	0	0	1	6	7
Mar	1	0	1	6	16	22	3	4	7	10	20	30	2	0	2	7	17	24
Apr	4	1	5	103	84	187	14	10	24	121	95	216	4	1	5	131	95	226
May	10	2	12	133	112	245	15	20	35	158	134	292	10	2	12	160	133	293
Jun	11	1	12	230	158	388	25	28	53	266	187	453	12	1	13	284	180	464
Jul	16	6	22	267	176	443	32	27	59	315	209	524	17	7	24	321	215	536
Aug	12	7	19	206	157	363	25	25	50	243	189	432	12	7	19	248	173	421
Sep	10	4	14	196	165	361	25	23	48	231	192	423	10	4	14	243	206	449
Oct	2	1	3	131	76	207	14	11	25	147	88	235	2	1	3	152	86	238
Nov	3	0	3	31	20	51	3	8	11	37	28	65	3	0	3	37	21	58
Dec	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	0	1
TOTAL	69	22	91	1,307	970	2,277	156	156	312	1,532	1,148	2,680	72	23	95	1,587	1,132	2,719

In this table, *Total Persons Killed* and *Total persons Injured* include everyone killed or injured in crashes involving motorcycles, no 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.

2001-2005 Fatal Motorcycle Crashes/Motorcyclists Killed by County

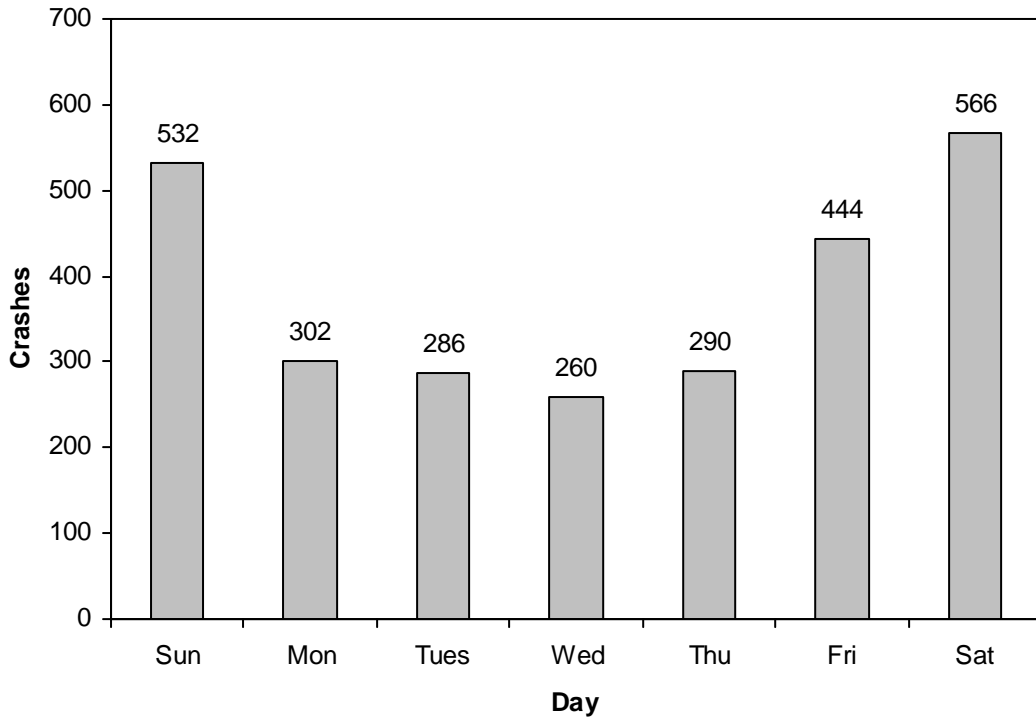


Note: Numbers represent five-year totals of fatal motorcycle crashes/motorcyclists killed. Fatal crash numbers may also include crashes involving non-motorcyclists.

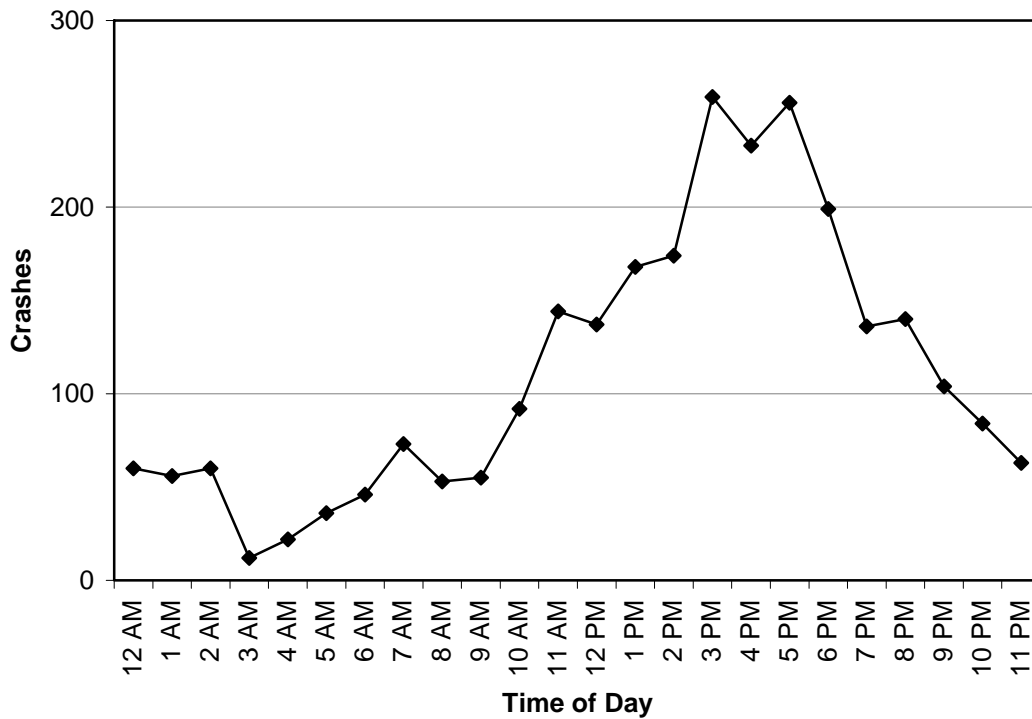
Motorcycle Crashes by Time of Day and Day of Week

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12-1 AM	13	9	5	4	4	9	16	60
1-2 AM	15	7	4	3	9	8	10	56
2-3 AM	24	5	3	0	8	8	12	60
3-4 AM	3	0	3	0	0	0	6	12
4-5 AM	5	6	1	3	0	2	5	22
5-6 AM	2	3	5	6	9	9	2	36
6-7 AM	0	9	11	8	3	11	4	46
7-8 AM	5	12	17	11	14	10	4	73
8-9 AM	9	5	5	8	8	7	11	53
9-10 AM	11	6	4	8	6	10	10	55
10-11 AM	14	9	7	6	11	13	32	92
11-12 PM	24	19	13	12	17	16	43	144
12-1 PM	37	15	11	12	9	28	25	137
1-2 PM	47	15	12	18	15	21	40	168
2-3 PM	38	17	18	18	15	25	43	174
3-4 PM	56	27	26	22	28	42	58	259
4-5 PM	56	25	27	24	21	37	43	233
5-6 PM	50	25	30	28	25	56	42	256
6-7 PM	32	29	24	24	30	23	37	199
7-8 PM	22	17	18	8	13	25	33	136
8-9 PM	21	19	15	13	13	29	30	140
9-10 PM	17	10	10	10	15	18	24	104
10-11 PM	13	6	8	8	10	20	19	84
11-12 AM	10	6	8	5	6	15	13	63
Unknown	8	1	1	1	1	2	4	18
TOTAL	532	302	286	260	290	444	566	2,680

Motorcycle Crashes by Day of Week



Motorcycle Crashes by Time of Day

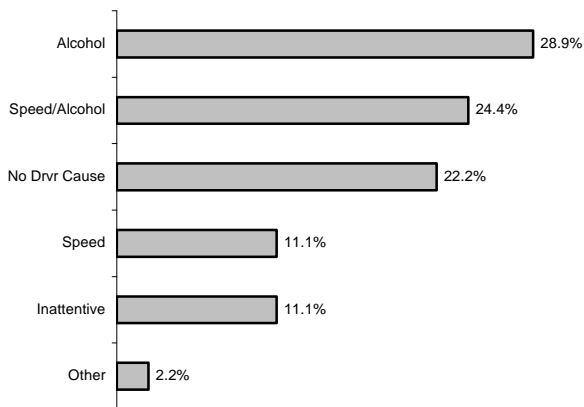


Motorcycle Drivers in Crashes by Age Group

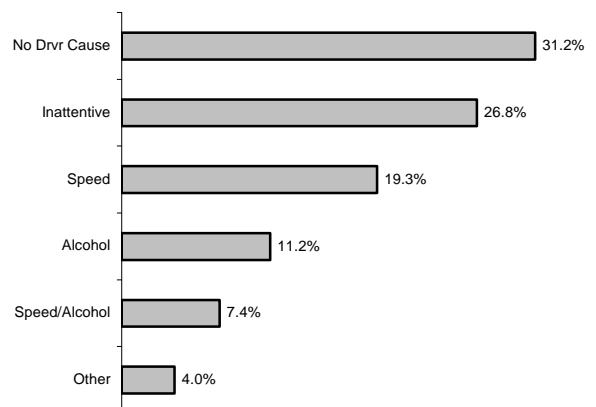
Age	Cyclists with an Instr. Permit or Endorsement	Percent of Licensed Cyclists	Percent of Cyclists in Age Group Involved in Crashes	Number of Cyclists in Age Group in Crashes	Percent of Total Cyclists in Crashes	Cyclists in Fatal Crashes	Cyclists in Injury Crashes	Cyclists in Property Damage Crashes
14 & under	0	N/A	N/A	5	0.18%	0	5	0
15	0	N/A	N/A	3	0.11%	0	3	0
16	238	0.05%	1.26%	3	0.11%	0	3	0
17	822	0.18%	2.92%	24	0.87%	1	21	2
18	1,393	0.31%	4.09%	57	2.07%	0	53	4
19	1,607	0.35%	3.92%	63	2.29%	0	54	9
20	2,115	0.46%	3.36%	71	2.58%	5	59	7
21	2,455	0.54%	2.57%	63	2.29%	2	54	7
22	2,869	0.63%	2.96%	85	3.09%	1	72	12
23	3,404	0.75%	1.41%	48	1.75%	3	40	5
24	3,790	0.83%	1.90%	72	2.62%	0	66	6
25-34	57,398	12.61%	0.95%	544	19.78%	22	467	55
35-44	118,418	26.02%	0.57%	677	24.62%	23	584	70
45-54	149,670	32.88%	0.41%	621	22.58%	21	534	66
55-64	78,512	17.25%	0.37%	294	10.69%	12	253	29
65-74	23,781	5.23%	0.27%	64	2.33%	1	55	8
75 & over	8,664	1.90%	0.07%	6	0.22%	3	2	1
Unknown	0	0.00%	N/A	50	1.82%	0	13	37
TOTAL	455,136	100.00%	N/A	2,750	100.00%	94	2,338	318

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	341	360	701	412	412	319	128	447	26	33	59	1,098	521	1,619
Angle	50	234	284	52	52	87	87	174	0	1	1	189	322	511
Rear end	21	93	114	21	21	67	63	130	5	17	22	114	173	287
Side swipe same	13	49	62	15	15	22	23	45	1	7	8	51	79	130
Head on	16	16	32	10	10	13	3	16	0	0	0	39	19	58
Side swipe opposite	9	17	26	11	11	10	3	13	0	1	1	30	21	51
Rear to rear	0	2	2	0	0	0	0	0	0	0	0	0	2	2
Unknown	4	8	12	1	1	6	1	7	0	2	2	11	11	22
TOTAL	454	779	1,233	522	522	524	308	832	32	61	93	1,532	1,148	2,680

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	28	13	41	4	3	7	33	16	49
brakes	1	0	1	6	13	19	1	1	2	8	14	22
Steering	0	0	0	5	4	9	0	0	0	5	4	9
Suspension	0	0	0	2	1	3	0	0	0	2	1	3
Head Lamps	0	0	0	1	1	2	0	0	0	1	1	2
Turn signals	0	0	0	1	0	1	0	0	0	1	0	1
Disabled prior crash	0	0	0	1	0	1	0	0	0	1	0	1
Other	0	0	0	20	11	31	2	0	2	22	11	33
TOTAL	2	0	2	64	43	107	7	4	11	73	47	120

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 numbers of crashes.

Fixed Objects Struck in Single Unit Motorcycle Crashes

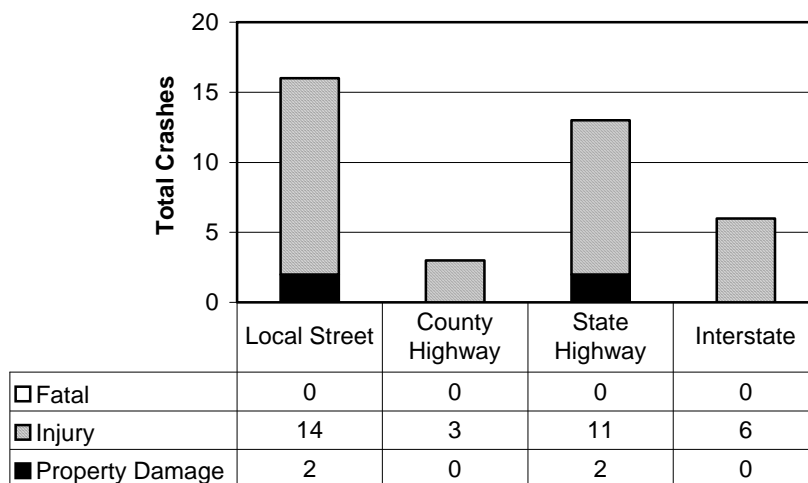
Type of Fixed Object	Fatal			Injury			Property Damage			TOTAL		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Ditch	5	1	6	192	13	205	19	1	20	216	15	231
Curb	3	0	3	15	64	79	1	4	5	19	68	87
Other Fixed Object	2	0	2	25	21	46	0	4	4	27	25	52
Other Object (Not Fixed)	1	0	1	9	7	16	2	2	4	12	9	21
Traffic Sign Post	1	1	2	11	6	17	1	1	2	13	8	21
Utility Pole	4	0	4	11	4	15	0	1	1	15	5	20
Embankment	0	0	0	15	3	18	1	0	1	16	3	19
Median Barrier	0	0	0	2	14	16	0	1	1	2	15	17
Mailbox	0	0	0	11	3	14	2	0	2	13	3	16
Tree	1	1	2	5	7	12	1	0	1	7	8	15
Guardrail Fence	2	0	2	4	3	7	0	2	2	6	5	11
Fence	1	0	1	7	2	9	1	0	1	9	2	11
Culvert	0	1	1	6	0	6	2	0	2	8	1	9
Other Post	0	1	1	4	2	6	0	0	0	4	3	7
Lum Light Support	1	0	1	1	4	5	0	0	0	2	4	6
Bridge Rail	0	0	0	2	1	3	0	0	0	2	1	3
Traffic Signal	0	0	0	0	2	2	0	0	0	0	2	2
Bridge/Pier/Abut	0	0	0	1	0	1	0	0	0	1	0	1
Impact Attenuator	0	0	0	1	0	1	0	0	0	1	0	1
Unknown	0	0	0	3	3	6	0	0	0	3	3	6
TOTAL	21	5	26	325	159	484	30	16	46	376	180	556

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	57	1,684	193	1,934	59	2,009
Dark/unlit	21	266	24	311	22	316
Dark/lighted	4	217	35	256	4	259
Dusk	6	79	11	96	7	98
Dawn	2	17	5	24	2	21
Unknown	0	4	2	6	0	5
TOTAL	90	2,267	270	2,627	94	2,708

Weather Conditions

Weather Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Clear	63	1,686	204	1,953	67	2,025
Cloudy	25	512	55	592	25	603
Rain	1	45	8	54	1	52
Fog/smog/smoke	0	10	0	10	0	11
Sleet/Hail	1	1	0	2	1	1
Severe Crosswinds	0	2	0	2	0	2
Unknown	0	9	3	12	0	12
TOTAL	90	2,265	270	2,625	94	2,706

Road Conditions

Road Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Dry	87	2,075	248	2,410	91	2,481
Wet	3	71	9	83	3	85
Sand/mud/dirt/oil	0	39	2	41	0	43
Other	0	19	6	25	0	23
Snow/slush	0	1	0	1	0	1
Ice	0	0	1	1	0	0
Unknown	1	7	1	9	1	10
TOTAL	91	2,212	267	2,570	95	2,643

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	0	0	1	1	2	2
Ashland	0	1	1	0	1	0	3	3
Barron	0	0	0	0	1	0	1	1
Bayfield	0	0	0	1	0	0	1	1
Brown	1	4	6	5	1	0	17	17
Buffalo	0	0	0	1	0	0	1	1
Burnett	0	0	0	0	1	0	1	1
Calumet	0	1	0	1	0	0	2	2
Chippewa	0	2	1	1	0	0	4	4
Clark	0	0	1	0	1	0	2	2
Columbia	1	0	4	1	2	0	8	8
Crawford	0	0	1	1	0	0	2	1
Dane	2	3	10	7	5	1	28	28
Dodge	0	1	4	1	2	1	9	8
Door	0	1	1	0	1	0	3	3
Douglas	0	0	0	0	1	0	1	1
Dunn	0	1	0	3	0	0	4	3
Eau Claire	0	0	2	2	0	1	5	5
Florence	0	0	0	0	1	0	1	1
Fond Du Lac	0	1	3	2	3	0	9	9
Forest	0	0	0	2	0	0	2	2
Grant	1	2	5	0	0	0	8	8
Green	0	0	0	1	1	0	2	2
Green Lake	0	0	0	2	0	0	2	2
Iowa	0	0	0	0	1	0	1	1
Jackson	0	0	0	2	0	0	2	2
Jefferson	0	2	1	1	3	0	7	7
Juneau	0	0	0	2	1	0	3	3
Kenosha	1	1	3	12	7	1	25	24
La Crosse	0	1	1	1	1	0	4	4
Lafayette	0	0	1	0	0	1	2	2
Langlade	0	0	0	2	0	0	2	2
Lincoln	0	0	2	0	1	0	3	3
Manitowoc	0	2	2	2	2	0	8	8
Marathon	0	0	2	5	2	1	10	10
Marinette	0	1	2	5	1	0	9	8
Marquette	0	0	1	0	1	0	2	2
Milwaukee	0	2	8	7	4	0	21	20
Monroe	0	1	0	3	1	1	6	5
Oconto	0	0	0	0	1	1	2	2
Oneida	0	0	0	2	0	1	3	3
Outagamie	0	1	4	2	1	0	8	7
Ozaukee	0	1	0	1	2	0	4	4
Pepin	0	0	0	0	1	0	1	1
Pierce	0	1	0	2	2	0	5	4
Polk	0	0	0	1	1	0	2	2
Portage	0	0	0	3	0	0	3	3
Price	0	0	0	1	0	0	1	1
Racine	0	0	3	6	2	0	11	11
Rock	0	0	4	3	4	0	11	11
St. Croix	0	0	5	2	1	0	8	8
Sauk	0	0	2	0	0	0	2	2
Sawyer	0	0	0	0	1	1	2	2
Shawano	0	0	0	2	0	0	2	2
Sheboygan	0	1	0	3	4	1	9	9
Taylor	0	0	0	1	0	0	1	1
Trempealeau	0	0	2	1	1	0	4	4
Vernon	0	0	0	0	3	0	3	3
Vilas	0	0	0	1	0	1	2	2
Walworth	0	0	5	3	4	0	12	12
Washburn	0	0	0	0	1	0	1	1
Washington	0	1	1	7	0	2	11	10
Waukesha	0	3	7	2	3	3	18	18
Waupaca	0	0	1	1	0	0	2	2
Waushara	0	0	0	1	0	0	1	1
Winnebago	0	1	2	2	4	0	9	9
Wood	0	0	0	3	2	0	5	5
TOTAL	6	36	98	123	85	18	366	356

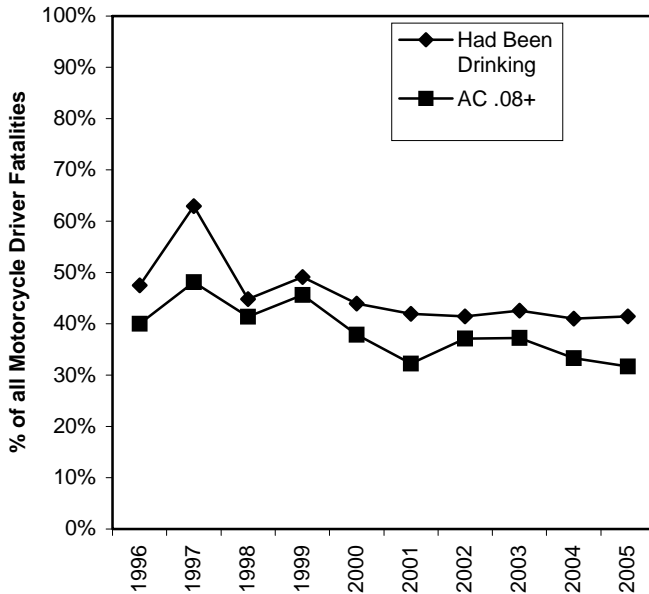
HBD = Had Been Drinking—The two numbers (366 & 356) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes.

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	3	4	1	2	2	5	5	22	1	26
1-2 AM	10	5	1	1	4	2	6	29	4	31
2-3 AM	16	3	0	0	4	5	5	33	4	35
3-4 AM	2	0	0	0	0	0	2	4	0	5
4-5 AM	1	0	0	0	0	0	2	3	0	3
5-6 AM	2	0	0	0	1	0	0	3	0	3
8-9 AM	1	0	0	0	0	0	2	3	0	3
9-10 AM	0	0	0	1	0	0	0	1	0	1
10-11 AM	0	0	0	0	0	1	1	2	0	2
11-12 PM	0	0	0	0	0	1	0	1	0	1
12-1 PM	0	0	0	2	0	0	1	3	0	3
1-2 PM	1	0	1	0	0	1	2	5	0	5
2-3 PM	2	0	1	1	0	1	4	9	4	8
3-4 PM	10	2	2	0	1	0	6	21	0	20
4-5 PM	8	0	0	0	2	0	5	15	1	19
5-6 PM	10	4	2	1	1	7	7	32	8	33
6-7 PM	7	4	3	3	0	2	7	26	5	28
7-8 PM	7	4	2	1	3	6	7	30	4	33
8-9 PM	3	3	2	3	3	5	7	26	2	27
9-10 PM	2	3	2	2	5	7	9	30	1	34
10-11 PM	3	2	2	1	4	5	6	23	2	22
11-12 AM	5	2	3	4	1	5	7	27	1	28
Unknown	4	1	1	0	0	0	2	8	4	5
TOTAL	97	37	23	22	31	53	93	356	41	376
Percentage	27.2%	10.4%	6.5%	6.2%	8.7%	14.9%	26.1%	100.0%		

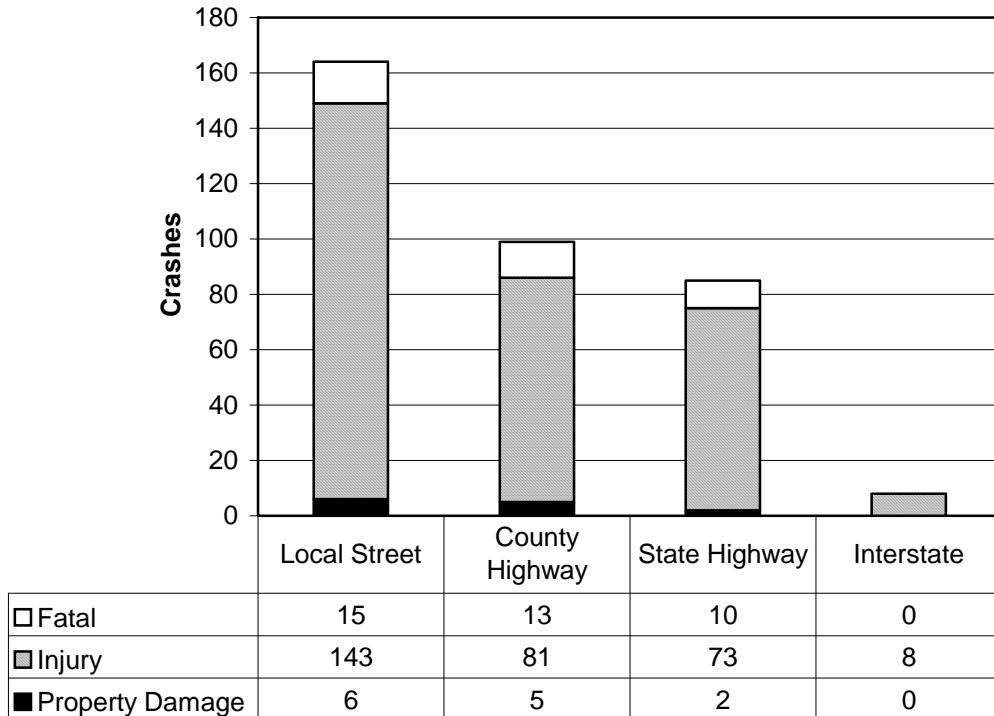
Note: This table represents crashes where the motorcyclist had been drinking. Time of day refers to a one-hour interval. Crashes could also include non-motorcyclists in which a motorcycle was involved.

1996-2005 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



	Motorcycle Driver Fatalities	Alcohol Concentration			Had Been Drinking
		Negative or Unknown	.01-.07	.08+	
1996	40	21	3	16	47.5%
1997	54	20	8	26	63.0%
1998	58	32	2	24	44.8%
1999	57	29	2	26	49.1%
2000	66	37	4	25	43.9%
2001	62	36	6	20	41.9%
2002	70	41	3	26	41.4%
2003	94	54	5	35	42.6%
2004	78	46	6	26	41.0%
2005	82	48	8	26	41.5%
Total	661	364	47	250	44.9%
%	100%	55.1%	7.1%	37.8%	44.9%

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	135	116	83	82	416	22	18	15	3	58
Incapacitating	203	290	130	16	639	29	46	24	2	101
Nonincapacitating	405	446	205	51	1,107	54	51	48	9	162
Possible	195	144	114	35	488	24	23	19	5	71
Killed	22	40	19	1	82	0	8	2	0	10
TOTAL	960	1,036	551	185	2,732	129	146	108	19	402

Injury Severity	Seat Position by Safety Equipment Use									
	Side Car					Total				
	Helmet Worn	*Eye Protection	None	Unknown	Total	Helmet Worn	*Eye Protection	None	Unknown	Total
Not Injured	0	0	0	0	0	157	134	98	85	474
Incapacitating	0	1	1	0	2	232	337	155	18	742
Nonincapacitating	1	3	0	0	4	460	500	253	60	1,273
Possible	2	0	0	0	2	221	167	133	40	561
Killed	0	0	0	0	0	22	48	21	1	92
TOTAL	3	4	1	0	8	1,092	1,186	660	204	3,142

*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	Eye Protection	None	Unknown/Other	Total	Helmet Only	Eye Protection	None	Unknown/Other	Total
5-9	0	0	0	0	0	2	0	1	0	3
10-14	2	0	1	1	4	3	0	0	1	4
15	1	0	2	0	3	2	0	0	0	2
16	1	0	1	0	2	1	0	1	0	2
17	9	0	5	1	15	0	1	0	0	1
18	12	8	13	4	37	0	2	5	1	8
19	10	9	8	1	28	3	4	1	0	8
20	11	16	11	4	42	2	1	0	0	3
21	13	11	12	2	38	1	1	3	0	5
22	10	24	15	4	53	0	3	2	1	6
23	9	15	5	1	30	5	1	1	0	7
24	11	21	10	2	44	0	2	2	0	4
25-34	54	186	95	18	353	7	24	20	4	55
35-44	53	275	126	23	477	5	37	29	1	72
45-54	62	225	99	25	411	11	33	18	3	65
55-64	39	75	38	13	165	5	10	6	3	24
65-74	14	14	8	0	36	2	0	2	0	4
75-84	0	1	0	0	1	0	0	0	0	0
85 & over	0	0	0	0	0	0	1	0	0	1
Unknown	0	0	0	3	3	1	0	0	2	3
TOTALS	311	880	449	102	1,742	50	120	91	16	277

Age	Side Car					TOTAL				
	Helmet Only	Eye Protection	None	Unknown/Other	Total	Helmet Only	Eye Protection	None	Unknown/Other	Total
5-9	0	0	0	0	0	2	0	1	0	3
10-14	1	0	0	0	1	6	0	1	2	9
15	0	0	0	0	0	3	0	2	0	5
16	0	0	0	0	0	2	0	2	0	4
17	0	0	0	0	0	9	1	5	1	16
18	0	0	0	0	0	12	10	18	5	45
19	0	0	0	0	0	13	13	9	1	36
20	0	0	0	0	0	13	17	11	4	45
21	0	0	0	0	0	14	12	15	2	43
22	0	0	0	0	0	10	27	17	5	59
23	0	0	0	0	0	14	16	6	1	37
24	0	0	0	0	0	11	23	12	2	48
25-34	0	2	0	0	2	61	212	115	22	410
35-44	0	1	1	0	2	58	313	156	24	551
45-54	0	1	0	0	1	73	259	117	28	477
55-64	0	0	0	0	0	44	85	44	16	189
65-74	0	0	0	0	0	16	14	10	0	40
75-84	0	0	0	0	0	0	1	0	0	1
85 & over	0	0	0	0	0	0	1	0	0	1
Unknown	0	0	0	0	0	1	0	0	5	6
TOTALS	1	4	1	0	6	362	1,004	541	118	2,025

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. The chart does not include instances where the officer noted that the rider was wearing both a helmet and eye protection (this information may be found in the Wisconsin Traffic Crash Facts Book on Page 91).

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

Age	Motorcycle Driver										Motorcycle Passenger			
	Helmet Only		Helmet & Eye		Eye Only		No Protection		Eqp use Unk		Eye Only		No Protection	
	M	F	M	F	M	F	M	F	M	F	M	F	M	F
17	1	0	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	2	0	2	0	1	0	0	0	0	1	0	0
21	0	0	1	0	0	0	1	0	0	0	0	1	0	0
22	0	0	1	0	0	0	0	0	0	0	0	0	0	0
23	1	0	0	0	1	0	0	0	0	0	0	0	0	0
25-34	3	1	2	0	9	0	4	0	1	0	0	1	0	0
35-44	0	0	3	0	12	0	3	0	0	0	0	3	1	0
45-54	2	0	2	0	10	1	4	0	0	0	1	1	0	1
55-64	1	0	1	0	3	0	5	0	0	0	0	0	0	0
65-74	0	0	0	0	1	0	0	0	0	0	0	0	0	0
75-84	0	0	1	0	1	0	1	0	0	0	0	0	0	0
TOTALS	8	1	13	0	39	1	19	0	1	0	1	7	1	1

Age	Motorcycle Drivers and Passengers Together														
	Helmet Only			Helmet & Eye			Eye Only			No Protection			Eqp use Unk		
	M	F	Tot	M	F	Tot	M	F	Tot	M	F	Tot	M	F	Tot
17	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
20	0	0	0	2	0	2	2	1	3	1	0	1	0	0	0
21	0	0	0	1	0	1	0	1	1	1	0	1	0	0	0
22	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
23	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0
25-34	3	1	4	2	0	2	9	1	10	4	0	4	1	0	1
35-44	0	0	0	3	0	3	12	3	15	4	0	4	0	0	0
45-54	2	0	2	2	0	2	11	2	13	4	1	5	0	0	0
55-64	1	0	1	1	0	1	3	0	3	5	0	5	0	0	0
65-74	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
75-84	0	0	0	1	0	1	1	0	1	1	0	1	0	0	0
TOTALS	8	1	9	13	0	13	40	8	48	20	1	21	1	0	1

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

Nothing = No helmet worn, no eye protection worn

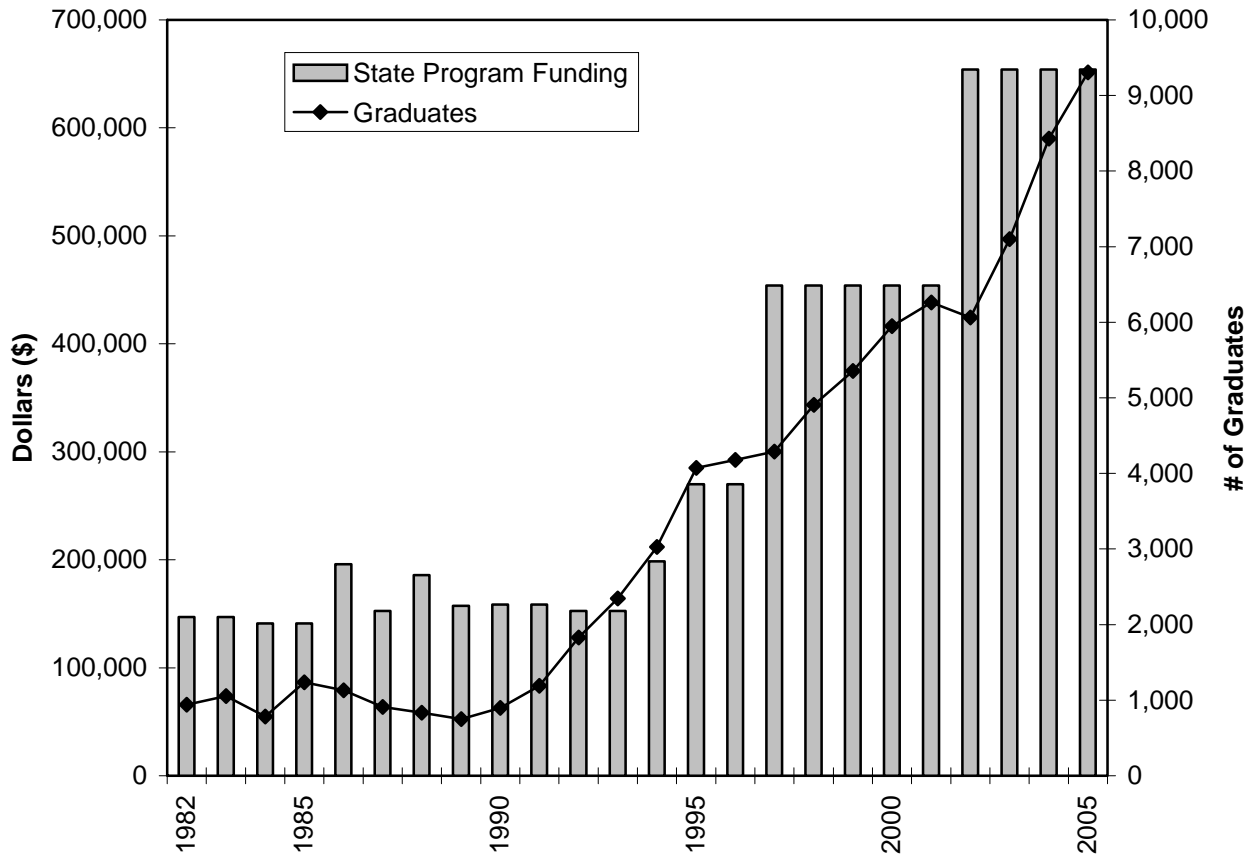
Eqp use Unk = Helmet and eye protection use not known

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	24	6	30	500	227	727	33	23	56	557	256	813
Speed too Fast/Conditions	7	2	9	202	61	263	10	9	19	219	72	291
Driver Condition	11	7	18	155	73	228	9	3	12	175	83	258
Exceeding Speed Limit	19	7	26	87	74	161	6	1	7	112	82	194
Inattentive Driving	2	3	5	103	65	168	15	4	19	120	72	192
Following Too Close	0	0	0	45	41	86	5	9	14	50	50	100
Fail to Yield Right of Way	0	2	2	26	28	54	8	8	16	34	38	72
Improper Overtake	4	0	4	23	15	38	1	5	6	28	20	48
Disregard Traffic Control	0	0	0	9	17	26	3	2	5	12	19	31
Left of Center	1	1	2	20	5	25	1	2	3	22	8	30
Improper Turn	0	0	0	6	14	20	0	0	0	6	14	20
Other	2	2	4	53	44	97	4	6	10	59	52	111
TOTAL	70	30	100	1,229	664	1,893	95	72	167	1,394	766	2,160

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 (1982-2005)



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
1996	19,964	1	106	1	N/A	84	3	88
1997	22,015	0	92	0	0	73	2	75
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

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	DIP	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Mon	6:23 PM	D	2	1995 H.D.	Eye	Dry	Dusk	Clear	M	41	IL License	S/B mc at high rate of speed passed auto & struck another n/b auto head on.	STH	1,9
Mon	12:30 AM	D	1	2004 H.D.	None	Dry	DK/NL	Clear	M	33	VALID	MC oper traveling at high rate of speed/left roadway/struck telephone pole, then brick wall.	CTH	2,11,12
Mon	9:02 PM	D	1	1988 Honda	None	Dry	DK/NL	Clear	M	50	VALID	MC oper struck deer/lost control/slid with mc/mc oper ejected.	CTH	14
Mon	1:10 AM	D	2	2005 H.D.	Eye	Dry	Dk/Lighted	Cloudy	M	33	INVALID	MC oper exiting w/b ramp lost control/struck guardrail/oper ejected.	STH	1,11,12
Mon	2:12 PM	P	1	2005 H.D.	None	Dry	Daylight	Clear	F	43	Passenger	E/B mc braked hard to turn right onto s/b ramp/oper lost control/mc overturned/oper & pas ejected.	STH	None
Mon	1:34 AM	D	1	2004 H.D.	Eye	Dry	DK/NL	Clear	M	30	VALID	MC oper tried to negotiate curve at high rate of speed/lost control/entered ditch/hit culvert/ejected.	Local	1,12
Mon	8:00 PM	D	1	2004 Kawas	Helmet	Dry	Dusk	Clear	M	47	VALID	MC rounding curve/hit gravel/lost control/hit sign/mc oper ejected.	Local	1,2,11
Mon	5:38 PM	D	2	2001 H.D.	None	Dry	Daylight	Clear	M	54	VALID	N/B auto failed to yield and turned in front of SW/B MC/impact causes operator to eject.	Local	1
Tue	11:17 AM	D	2	2003 Yamaha	None	Dry	Daylight	Cloudy	M	23	VALID	Pickup pulled out from stop sign at intersection into path of mc at high speed/mc struck pickup.	STH	1,11
Tue	5:38 PM	D	2	1997 Honda	Helmet	Dry	Daylight	Cloudy	M	29	VALID	S/B truck went through stop sign/ struck e/b mc causing mc to enter ditch.	STH	None
Tue	8:31 PM	D	1	2000 Yamaha	Hel/Eye	Dry	Dusk	Clear	M	21	VALID	MC oper accelerated at stop sign very rapidly/lost control/over curb/struck tree.	Local	1
Tue	6:10 AM	D	2	1993 H.D.	Eye	Dry	Daylight	Clear	M	49	VALID	N/B auto passed n/b MC/MC collided with rear of auto/operator and cycle slid several feet.	IH	14
Tue	12:45 PM	D	1	2002 H.D.	Eye	Dry	Daylight	Clear	M	56	VALID	N/B MC hit deer/operator and passenger ejected.	STH	None
Tue	12:40 AM	D	2	1992 H.D.	None	Dry	Daylight	Clear	M	29	VALID	E/B MC attempts to pass EB semi from behind/semi turns left/MC strikes semi from behind.	STH	9
Tue	2:59 PM	D	2	1997 Suzuki	Eye	Dry	Daylight	Clear	M	20	VALID	W/B MC skids loses control when SB auto pulls in front of MC at intersection.	Local	14
Tue	2:17 PM	D	2	2001 Honda	Eye	Dry	Daylight	Clear	M	79	VALID	W/B MC lost control on turn/slides broadside into e/b auto.	Local	None
Tue	6:33 PM	D	2	1986 Honda	Eye	Dry	N/A	N/A	M	31	VALID	E/B truck made left turn into path of mc/mc collided with van.	STH	None
Wed	11:22 AM	D	2	2005 H.D.	Eye	Dry	Daylight	Cloudy	M	39	VALID	Van making left turn pulled into path of mc/mc collided with van.	STH	None
Wed	6:22 PM	D	1	1999 Suzuki	Eye	Dry	Daylight	Clear	M	20	VALID	MC oper collided with pickup turning into driveway on hill/valley area.	Local	11
Wed	10:44 PM	D	1	2004 Kawasaki	Helmet	Dry	DK/NL	Cloudy	M	33	VALID	MC oper lost control while attempting to exit from interstate onto ramp.	STH	1
Wed	3:53 PM	P	2	1997 H.D.	Eye	Dry	Daylight	Clear	F	38	Passenger	E/B auto turned in front of w/b MC causing MC operator to lose control/operator ejected.	Local	None
Wed	7:00 PM	D	1	1987 H.D.	Hel/Eye	Dry	Dusk	Cloudy	M	58	VALID	W/B MC falls on left side on top of operator/operator dies later from injuries.	STH	None
Wed	10:40 PM	D	1	1984 HD	Helmet	Dry	Dark	Cloudy	M	56	VALID	S/B MC struck deer/operator ejected.	STH	None
Thu	4:13 PM	D	2	2004 Yamaha	Helmet	Dry	Daylight	Clear	M	50	VALID	S/B truck failed to yield at stop sign & struck E/B mc/mc struck stop sign post/ mc oper ejected.	CTH	None
Thu	5:00 PM	D	1	1993 Suzuki	Helmet/Eye	Dry	Daylight	Cloudy	M	22	VALID	MC oper unable to stop for veh changing into same lane in front of mc/lost control/mc oper ejected.	Local	2
Thu	11:02 AM	D	2	2001 Honda	Helmet/Eye	Dry	Daylight	Clear	M	20	VALID	Pickup truck failed to yield to mc/mc was traveling at high speed/mc crashed into side of pickup.	STH	1
Thu	6:15 PM	D	3	2005 H.D.	None	Dry	Daylight	Clear	M	60	VALID	1st mc crashed into rear of pickup w/signals on to turn left/2nd mc also crashed to avoid them.	CTH	4
Thu	3:30 PM	D	2	2002 Kawas	Helmet/Eye	Dry	Daylight	Clear	M	75	VALID	Van pulled out onto highway from stop sign to turn left/struck mc.	CTH	None
Thu	8:49 AM	D	2	2004 Suzuki	Hel/Eye	Dry	Daylight	Clear	M	20	VALID	W/B mc passed w/b veh & collided with e/b auto on passenger side of veh turning into driveway.	STH	1,9,11
Thu	5:45 PM	D	1	2000 H.D.	Eye	Dry	Daylight	Clear	M	32	VALID	MC traveling at high rate of speed negotiating curve/lost control after hitting gravel shoulder of rd.	CTH	1,11,12
Thu	4:35 PM	P	2	1994 Honda	None	Dry	Daylight	Clear	M	49	Passenger	MC oper lost control/mc overturned/struck rear of auto/pas ejected/struck tree & street.	Local	None
Thu	5:16 AM	D	2	1989 Yamaha	Eye	Dry	Dawn	Cloudy	M	52	VALID	E/B MC in the wrong lane/w/b auto strikes MC/operator ejected.	Local	7
Thu	9:47 PM	D	1	2003 Big Dog	Eye	Dry	DK/NL	Clear	M	33	INVALID	W/B mc at intersection continued straight on angled rd/locked up wheels/left rd/oper ejected.	CTH	1,12
Thu	6:21 PM	D	2	1994 Suzuki	None	Dry	Daylight	Cloudy	M	21	INVALID	Pickup waiting for traffic to clear made a left turn into path of oncoming mc/mc struck pickup.	Local	1,2,4
Thu	12:59 AM	D	1	2003 H.D.	Eye	Dry	Dark	Cloudy	M	42	VALID	N/B MC fails to negotiate turn/MC slides on gravel shoulder/MC hits culvert/operator ejected.	Local	12
Thu	3:55 PM	D	2	2002 Honda	Hel/Eye	Dry	Daylight	Clear	M	36	VALID	N/B auto eluding police at high speed runs red light/strikes w/b MC/operator dies on impact.	Local	None
Fri	10:26 AM	D	1	2004 H.D.	None	Dry	DK/NL	Clear	M	55	IN License	N/B mc failed to negotiate curve/crossed center line/mc/sb ditch/strikes w/b MC/operator dies on impact.	Local	None
Fri	2:10 AM	D	1	2003 Honda	Helmet	Wet	DK/NL	Sleet/Hail	M	23	VALID	MC traveling in heavy mist left road/paved shoulder/over curb/struck utility pole/mc oper ejected.	CTH	11
Fri	12:36 PM	D	2	1987 H.D.	Eye	Dry	Daylight	Clear	M	38	VALID	MC oper drove into rear of legally-parked semi trailer truck/both vehs were in right curb lane.	STH	4
Fri	1:53 PM	D	2	1990 H.D.	None	Dry	Daylight	Clear	M	58	VALID	MC oper struck deer/applied brakes/skidded/mc went down/mc oper landed under mc.	Local	None
Fri	5:15 AM	D	2	1987 H.D.	Eye	Dry	DK/NL	Clear	M	38	INVALID	MC oper lost control/skidded/mc oper ejected.	CTH	11
Fri	6:02 AM	D	2	1985 Honda	Eye	Dry	Dawn	Clear	M	59	VALID	N/B mc attempted to turn left/went into path of s/b SUV/collided.	Local	3
Fri	4:07 PM	D	2	2003 Yamaha	Eye	Dry	Daylight	Clear	M	31	INVALID	W/B pickup turned left into e/b mc path/vehicles collided.	CTH	1
Fri	5:09 PM	D	2	2001 Honda	Helmet	Dry	Daylight	Clear	F	49	VALID	W/B truck crossed highway at intersection into path of s/b mc/veh's collided.	STH	None
Fri	6:28 PM	D	1	1996 H.D.	None	Dry	Daylight	Clear	M	17	VALID	E/B SUV stopped at intersection did not see n/b mc/pulled out in front of mc/veh's collided.	CTH	1,2
Fri	8:02 AM	D	2	2003 H.D.	None	Dry	Daylight	Clear	M	54	VALID	E/B auto did not see n/b mc at intersection/crossed in front of mc/mc struck rear corner of auto.	STH	None
Fri	11:22 PM	D	2	1999 Yamaha	Helmet	Dry	Daylight	Clear	M	45	OH License	MC at high rate of speed went off shoulder of road/mc/ditch/wooded area/struck tree.	Local	1,12
Fri	5:33 AM	D	2	1997 H.D.	None	Dry	DK/NL	Cloudy	F	27	VALID	W/B semi turned directly into path of e/b mc/mc collided with passenger-side of semi.	STH	None
Fri	8:40 PM	D	1	1984 H.D.	None	Dry	DK/NL	Clear	M	20	VALID	W/B MC collides with N/B auto at uncontrolled intersection.	Local	1,4
Fri	5:42 PM	D	1	2004 H.D.	None	Dry	DK/NL	Clear	M	48	VALID	N/B MC struck deer/MC veered into SB lane striking auto head-on/operator ejected.	STH	None
Fri	11:29 PM	D	1	2000 H.D.	None	Dry	Daylight	Clear	M	56	VALID	N/B MC struck deer/MC operator lost control/operator and passenger ejected.	CTH	None
Fri	11:29 PM	D	1	2000 H.D.	None	Dry	Dark	Clear	M	39	VALID	N/B MC struck curb and delineator post/operator ejected.	STH	1,1,2
Fri	11:29 PM	D	1	2000 H.D.	None	Dry	Dark	Clear	M	48	VALID	W/B MC hits deer/operator ejected.	CTH	None

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	M/F	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Fri	5:47 PM	D	1	1974 H.D.	Helmet/Eye	Dry	Daylight	Clear	M	36	VALID	N/B MC lost control at freeway speed/operator ejected.	IH	11
Fri	2:42 PM	D	2	2004 HD	None	Dry	Daylight	Clear	M	59	VALID	E/B auto pulled in front of N/B MC at intersection. MC strikes rear of auto/operator ejected.	STH	None
Sat	8:54 PM	D	2	2004 H.D.	Helmet/Eye	Dry	Dk/NL	Clear	M	41	VALID	W/B mc struck towed implements (without lights) attached to s/b tractor traveling across hwy.	STH	None
Sat	4:32 PM	D	1	2002 Suzuki	Helmet/Eye	Dry	Daylight	Clear	M	31	VALID	MC oper lost control negotiating curve/rear tire locked/skidded/felloper ejected/struck guardrail.	STH	11
Sat	5:38 PM	D	2	2003 H.D.	Eye	Dry	Daylight	Cloudy	M	49	VALID	N/B mc struck n/b auto on driver's side of auto as auto attempted a w/b turn at intersection.	CTH	None
Sat	2:30 PM	D	1	1994 H.D.	Eye	Dry	Daylight	Cloudy	M	32	INVALID	MC negotiating curve fishtailed twice/oper lost control/mc rolled onto left side/mc oper ejected.	CTH	11
Sat	2:51 PM	D	2	1995 Suzuki	Eye	Wet	Daylight	Rain	M	51	VALID	W/B auto turned south into path of e/b mc/colliided/mc oper ejected.	Local	None
Sat	11:53 PM	D	1	2001 Red Horse	Eye	Dry	Dk/NL	Clear	M	34	VALID	SB MC struck deer/operator ejected.	IH	None
Sat	3:04 PM	D	2	1997 H.D.	Eye	Dry	Daylight	Clear	M	47	VALID	Auto did not see mc/turned in front of mc/vehs collided/mc oper & passenger ejected.	CTH	None
Sat	1:59 PM	P	2	2004 H.D.	Eye	Dry	Daylight	Clear	M	21	Passenger	Deer ran in front of two n/b MC causing both vehicles to slide/3 occupants ejected (no deer crash)	CTH	None
Sat	9:26 AM	P	1	2000 H.D.	None	Dry	Daylight	Clear	F	45	Passenger	MC oper attempted to turn right/mc rolled on its side/mc passenger ejected.	CTH	None
Sat	1:00 PM	D	2	2002 Yamaha	Helmet	Dry	Daylight	Clear	M	32	VALID	N/B mc came around curve at high rate of speed into s/b lane/colliided with s/b pickup.	CTH	1,11
Sat	10:45 PM	P	1	2001 Honda	Helmet	Dry	Daylight	Clear	M	67	VALID	E/B pickup turning right into driveway was struck by mc following passing on right/mc lost control.	Local	9
Sat	6:25 PM	P	1	2003 H.D.	Eye	Dry	Daylight	Clear	F	20	Passenger	MC oper failed to negotiate curve/hit guardrail/bridge/mc skidded/pas ejected/hit bridge pole.	STH	None
Sat	5:34 PM	D	2	2003 HD	None	Dry	Daylight	Clear	M	28	VALID	MC struck deer/lost control/mc skidded/mc oper & passenger ejected.	CTH	None
Sat	2:20 PM	D	2	2004 HD	None	Dry	Daylight	Clear	M	43	INVALID	MC traveling at high rate of speed/exited roadway/struck utility pole.	CTH	11
Sat	5:35 PM	D	2	1999 H.D.	Eye	Dry	Daylight	Cloudy	M	36	VALID	MC oper/high rate of speed/lost control/skidded out/struck parked car/skidded/struck curb/ejected.	Local	3
Sat	7:59 PM	D	1	1988 Suzuki	None	Dry	Dusk	Clear	M	31	IL License	MC at high rate of speed was negotiating curve/entered ditch/lost control/hit sign, then tree.	Local	2-11,12
Sat	2:49 PM	P	1	1993 HD	None	Dry	Dark	Clear	M	42	Passenger	E/B MC attempted right turn at intersection/lost control and flipped on left side/driver ejected.	CTH	None
Sat	4:30 PM	D	1	1999 Honda	None	Dry	Daylight	Clear	M	42	INVALID	MC went off roadway on left shoulder/mc & mc oper traveled 142 feet to final rest against log.	Local	1,4,11,11
Sun	2:42 PM	D	1	1981 Yamaha	Eye	Dry	Daylight	Clear	M	43	INVALID	W/B mc lost control sliding across both lanes of traffic/came to rest on s/b shoulder.	STH	11
Sun	5:30 PM	D	1	2004 H.D.	None	Dry	Daylight	Cloudy	M	52	INVALID	MC about to turn left suddenly made sharp right turn/drove up curb/lost control/mc oper ejected.	STH	11
Sun	8:20 AM	D	1	1996 H.D.	None	Dry	Daylight	Cloudy	M	82	VALID	S/B motorcycle was struck by w/b auto as motorcycle traveled through intersection.	CTH	None
Sun	8:52 AM	D	2	2001 Kawasaki	Helmet/Eye	Dry	Daylight	Clear	M	43	VALID	E/B mc negotiating curve crossed centerline into path of w/b auto/colliided/mc oper ejected.	CTH	1,2,7,11
Sun	5:29 PM	D	2	1997 H.D.	Eye	Dry	Daylight	Cloudy	M	43	VALID	MC oper did not negotiate curve in road/struck lane marker/barricade/oper lost control/ejected.	STH	1,12
Sun	6:05 PM	D	1	2003 H.D.	Eye	Dry	Daylight	Cloudy	M	43	INVALID	MC oper drove off edge of road/entered grassy ditch/oper lost control/mc oper ejected.	Local	12
Sun	4:54 AM	D	1	1997 H.D.	Eye	N.A.	Dk/NL	Cloudy	M	33	INVALID	MC negotiating curve went off road/entered ditch/struck field fence/mc oper ejected.	STH	11
Sun	Unknown	D	1	2002 Honda	None	Dry	Dk/NL	Clear	M	25	INVALID	MC left roadway/entered ditch/mc oper & passenger ejected.	Local	None
Sun	7:29 PM	D	1	1988 Kawasaki	Eye	Dry	Daylight	Cloudy	M	63	INVALID	N/B pickup turned into path of s/b mc/mc struck passenger side of pickup.	CTH	1,11,12
Sun	12:00 AM	D	2	2003 Honda	Eye	Dry	Dk/NL	Clear	M	51	VALID	N/B pickup turned into path of s/b mc/mc struck passenger side of pickup.	CTH	None
Sun	12:00 AM	P	2	2003 Honda	None	Dry	Dk/NL	Clear	F	44	Passenger	N/B pickup turned into path of s/b mc/mc struck passenger side of pickup.	CTH	None
Sun	6:42 PM	D	1	2004 H.D.	Eye	Dry	Daylight	Clear	M	51	VALID	MC was traveling around curve/lost control/mc went down/slid.	Local	None
Sun	9:48 PM	D	1	2002 H.D.	Eye	Dry	Dk/NL	Cloudy	M	38	VALID	MC negotiating curve/left road/crossed sidewalks/struck sign, post, parked truck/oper ejected.	Local	1,11,12
Sun	2:09 PM	D	2	1980 H.D.	Eye	Dry	Daylight	Clear	M	36	INVALID	MC negotiating curve/left road/crossed sidewalks/struck sign, post, parked truck/oper ejected.	Local	None
Sun	2:09 PM	P	2	1980 H.D.	Eye	Dry	Daylight	Clear	F	27	Passenger	N/B MC attempted to negotiate curve/operator lost control and rolled bike over twice into ditch.	Local	1,1,12
Sun	5:58 PM	D	1	2001 H.D.	None	Dry	Daylight	Clear	M	48	INVALID	MC struck deer/skidded/mc oper ejected.	CTH	None
Sun	2:28 AM	D	1	1988 H.D.	Eye	Dry	Dk/NL	Clear	M	42	VALID	S/B MC went thru roundabout striking one-way sign/operator ejected.	Local	12
Sun	1:52 PM	D	1	1975 HD	Eye	Dry	Dark	Clear	M	45	VALID		Local	12

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
- 14 = Other
- None = N/A, or nothing listed

Road Type

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

Light Conditions

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

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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