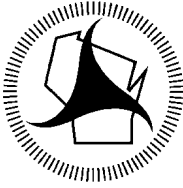


# 2006 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK



Prepared by the  
Wisconsin Department  
of Transportation





## Wisconsin Department of Transportation

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**Division of State Patrol**  
Bureau of Transportation Safety  
4802 Sheboygan Ave.  
P O Box 7936  
Madison, WI 53707-7936

Telephone: 608-266-0402  
FAX: 608-267-0441

Dear Traffic Safety Advocate:

The Department of Transportation's Bureau of Transportation Safety is happy to provide to you a copy of the "2006 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

## 2006 MOTORCYCLE SAFETY AT A GLANCE

- In 2006, there were 5.0 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 363,147 in 1997 to 450,552 in 2006.
- In 2006, 93 motorcyclists, including passengers, were killed in traffic crashes compared to 92 in 2005, a 1% increase. This figure is also 32% higher than the 63 fatalities that occurred in 1997.
- 2,318 motorcyclists were injured on Wisconsin roads in 2006. That represents a 10.3% decrease from the 2,583 injured in 2005 and a 26.6% increase from 1997. An additional 117 non-motorcyclists were injured in crashes involving motorcycles in 2006.
- While cyclists between ages 35 and 54 account for 57.4% of licensed motorcyclists, they accounted for 47.6% of motorcyclists in crashes in 2006. 16-24 year olds account for only 4.1% of the licensed motorcyclists, but account for 18.2% of those in crashes in 2006.
- Since 1996, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2006, 40 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 76% of fatal single unit motorcycle crashes in 2006 and in 34% of all single unit crashes.
- There were 243 alcohol-related motorcycle crashes in 2006. Of these, 218 or 89.7% occurred between 4 p.m. and 4 a.m.
- In 2006, only 2.7% of passenger car/deer crashes and 1.2% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 87.4% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 24 (26%) of the 93 motorcyclists killed in traffic crashes in 2006.
- Motorcycle helmets were known to have been worn by 34% of all motorcyclists involved in crashes in 2006.
- Almost nine out of 10 motorcycle crashes occurred on dry pavement in 2006.
- 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 2006 were: 1) Failure to control, 2) Speed too fast/conditions, 3) Inattentive Driving, 4) Exceeding speed limit, 5) Driver condition.

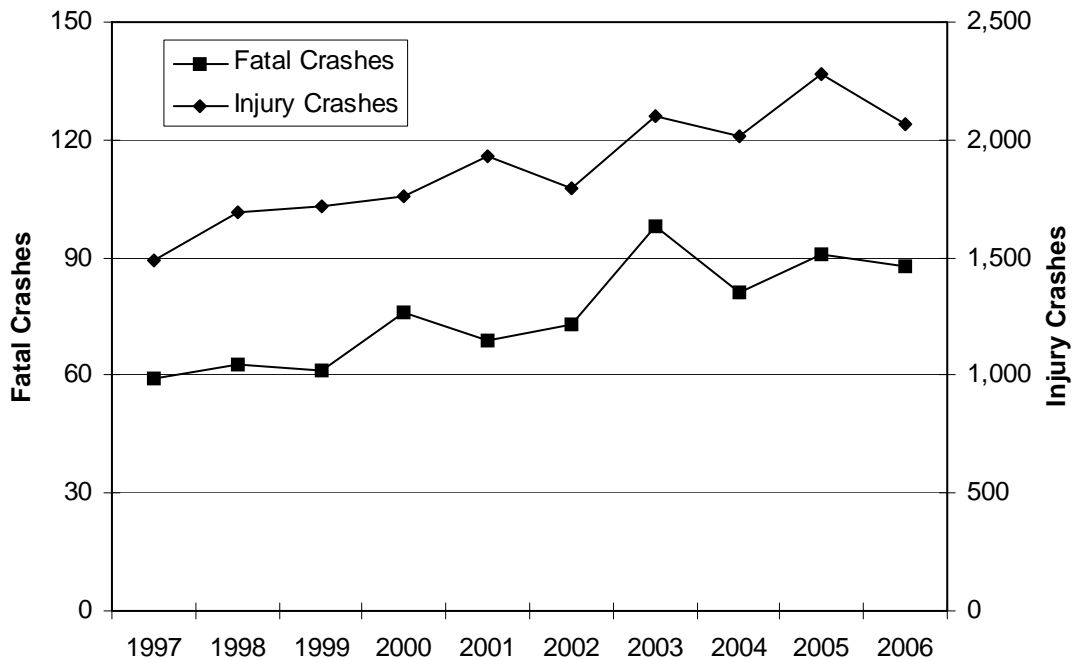
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## Motorcycle Crashes 10-Year Summary

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
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
2006	291,534	93	88	46	2,065	288	2,441	69	24

### 1997-2006 Fatal and Injury Motorcycle Crashes



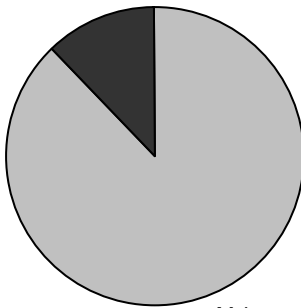
## Drivers with Motorcycle Endorsements by Type, Gender, and Age

Motorcycle License - Class M									
Age	Instruction Permits		Probationary		Regular		Totals		Total
	Male	Female	Male	Female	Male	Female	Male	Female	
16	129	18	153	20	0	0	282	38	320
17	273	33	477	63	0	0	750	96	846
18	468	40	801	89	15	1	1,284	130	1,414
19	489	62	76	15	927	124	1,492	201	1,693
20	540	64	50	2	1,263	161	1,853	227	2,080
21	493	63	53	8	1,612	226	2,158	297	2,455
22	447	83	27	7	2,010	332	2,484	422	2,906
23	420	76	12	0	2,487	348	2,919	424	3,343
24	387	51	13	2	2,886	444	3,286	497	3,783
25-34	2,675	763	155	9	43,882	8,026	46,712	8,798	55,510
35-44	1,947	906	72	3	94,001	16,116	96,020	17,025	113,045
45-54	1,250	680	46	3	132,952	18,082	134,248	18,765	153,013
55-64	511	140	8	0	78,452	8,336	78,971	8,476	87,447
65-74	118	8	2	0	24,287	2,021	24,407	2,029	26,436
75+	18	0	0	0	8,935	460	8,953	460	9,413
<b>TOTAL</b>	<b>10,165</b>	<b>2,987</b>	<b>1,945</b>	<b>221</b>	<b>393,709</b>	<b>54,677</b>	<b>405,819</b>	<b>57,885</b>	<b>463,704</b>

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

**Instruction Permits**

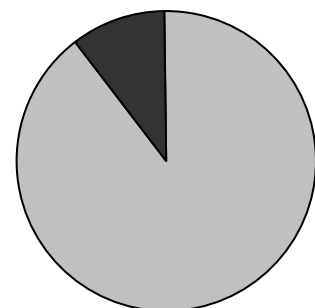
Female  
12%



Male  
88%

**Probationary License**

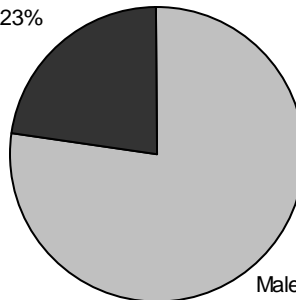
Female  
10%



Male  
90%

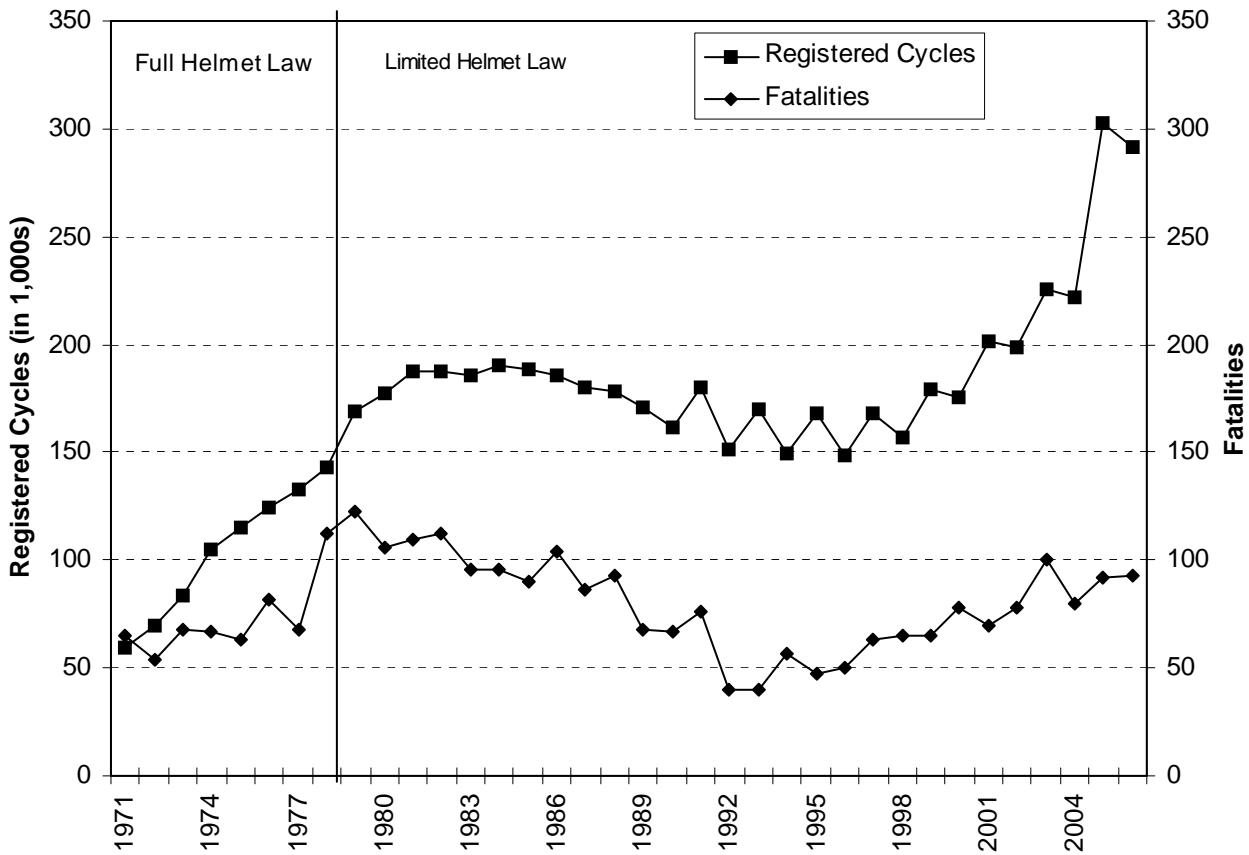
**Regular License**

Female  
23%



Male  
77%

# Registered Cycles and Motorcycle Rider Fatalities (1971-2006)



**Motorcycle Sales in Wisconsin (TOTAL)**

Year	New Cycles	Used Cycles Dealer	Used Cycles Private	Total Cycle Sales
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
2006	24,089	10,834	28,608	63,531

**Motorcycle Sales in Wisconsin (USED)**

Year	Dealer	Private	Percent Dealer	Percent Private
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%
2006	10,834	28,608	27.5%	72.5%

**Motorcycle Sales (NEW VS USED)**

Year	New Cycles	Cycles Dealer	Percent	
			New	Used
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%
2006	24,089	39,442	37.9%	62.1%

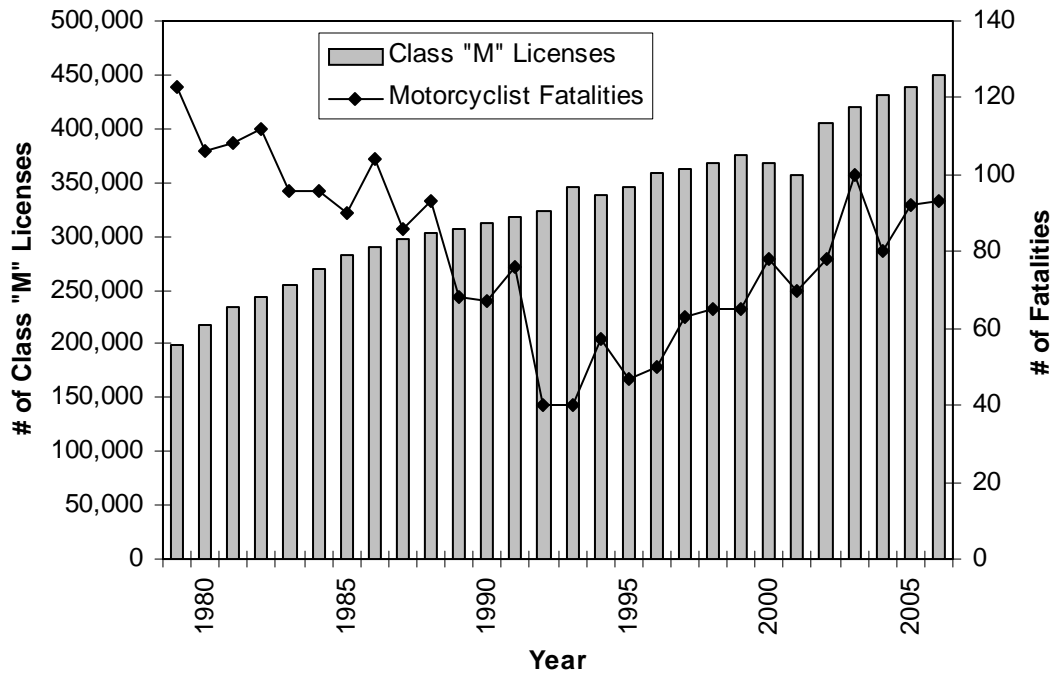
**Motorcycle Sales (DEALER VS PRIVATE)**

Year	Dealer	Private	Percent	
			Dealer	Private
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%
2006	34,923	28,608	55.0%	45.0%

# Registered Cycles and Total Crashes by County

County	2006 Estimated Population	Registered Cycles	Cycles per 1000 Residents	Total Cycle Crashes	Crashes per 100 Registered	Total Vehicle Crashes	% Cycle Crashes
Adams	21,548	1,408	65.34	15	1.07	460	3.26%
Ashland	16,906	744	44.01	3	0.40	290	1.03%
Barron	47,247	2,730	57.78	19	0.70	691	2.75%
Bayfield	15,828	991	62.61	8	0.81	279	2.87%
Brown	242,733	12,000	49.44	87	0.73	3,703	2.35%
Buffalo	14,142	970	68.59	15	1.55	274	5.47%
Burnett	16,614	936	56.34	12	1.28	282	4.26%
Calumet	45,711	2,891	63.25	11	0.38	696	1.58%
Chippewa	60,893	3,473	57.03	15	0.43	1,123	1.34%
Clark	34,501	1,767	51.22	8	0.45	572	1.40%
Columbia	55,272	3,226	58.37	33	1.02	1,507	2.19%
Crawford	17,461	865	49.54	19	2.20	389	4.88%
Dane	464,513	18,261	39.31	159	0.87	9,584	1.66%
Dodge	89,063	5,377	60.37	33	0.61	1,532	2.15%
Door	29,720	2,796	94.08	14	0.50	734	1.91%
Douglas	43,932	1,899	43.23	15	0.79	841	1.78%
Dunn	42,752	2,275	53.21	19	0.84	1,141	1.67%
Eau Claire	97,760	4,116	42.10	32	0.78	2,229	1.44%
Florence	5,258	320	60.86	0	0.00	125	0.00%
Fond Du Lac	100,716	5,953	59.11	52	0.87	2,321	2.24%
Forest	10,276	572	55.66	4	0.70	201	1.99%
Grant	50,529	3,289	65.09	27	0.82	1,053	2.56%
Green	36,054	2,406	66.73	23	0.96	890	2.58%
Green Lake	19,353	1,138	58.80	6	0.53	509	1.18%
Iowa	23,964	1,357	56.63	10	0.74	504	1.98%
Iron	6,983	445	63.73	5	1.12	95	5.26%
Jackson	19,969	1,396	69.91	13	0.93	638	2.04%
Jefferson	80,092	4,798	59.91	34	0.71	1,578	2.15%
Juneau	26,903	1,721	63.97	19	1.10	767	2.48%
Kenosha	159,638	8,115	50.83	67	0.83	3,505	1.91%
Kewaunee	21,157	1,630	77.04	10	0.61	222	4.50%
La Crosse	110,743	4,875	44.02	62	1.27	2,530	2.45%
Lafayette	16,311	940	57.63	15	1.60	452	3.32%
Langlade	21,471	1,082	50.39	8	0.74	316	2.53%
Lincoln	30,565	1,707	55.85	23	1.35	832	2.76%
Manitowoc	84,640	6,553	77.42	56	0.85	1,734	3.23%
Marathon	132,697	6,905	52.04	58	0.84	3,062	1.89%
Marinette	44,543	2,696	60.53	26	0.96	802	3.24%
Marquette	15,252	1,013	66.42	6	0.59	429	1.40%
Menominee	4,633	39	8.42	1	2.56	39	2.56%
Milwaukee	936,892	25,515	27.23	313	1.23	22,347	1.40%
Monroe	43,555	2,707	62.15	22	0.81	1,202	1.83%
Oconto	38,690	3,003	77.62	29	0.97	586	4.95%
Oneida	38,313	2,311	60.32	15	0.65	979	1.53%
Outagamie	172,618	10,261	59.44	83	0.81	3,317	2.50%
Ozaukee	86,389	4,675	54.12	22	0.47	1,268	1.74%
Pepin	7,634	491	64.32	7	1.43	164	4.27%
Pierce	39,805	2,365	59.41	24	1.01	502	4.78%
Polk	45,139	2,614	57.91	24	0.92	570	4.21%
Portage	69,591	3,171	45.57	25	0.79	1,614	1.55%
Price	16,066	954	59.38	6	0.63	173	3.47%
Racine	194,580	9,407	48.35	91	0.97	4,016	2.27%
Richland	18,125	1,172	64.66	23	1.96	553	4.16%
Rock	158,525	8,269	52.16	85	1.03	3,221	2.64%
Rusk	15,572	770	49.45	7	0.91	220	3.18%
St. Croix	78,028	4,708	60.34	25	0.53	1,858	1.35%
Sauk	60,054	3,787	63.06	47	1.24	1,800	2.61%
Sawyer	17,411	709	40.72	13	1.83	298	4.36%
Shawano	42,304	2,194	51.86	14	0.64	1,352	1.04%
Sheboygan	116,348	7,708	66.25	55	0.71	2,447	2.25%
Taylor	19,917	1,166	58.54	7	0.60	495	1.41%
Trempealeau	28,126	1,733	61.62	12	0.69	444	2.70%
Vernon	29,400	1,469	49.97	29	1.97	771	3.76%
Vilas	22,412	1,446	64.52	10	0.69	553	1.81%
Walworth	99,761	6,089	61.04	48	0.79	1,649	2.91%
Washburn	17,236	903	52.39	7	0.78	322	2.17%
Washington	127,871	8,214	64.24	74	0.90	2,563	2.89%
Waukesha	379,577	20,425	53.81	139	0.68	7,045	1.97%
Waupaca	53,575	3,108	58.01	31	1.00	1,462	2.12%
Waushara	25,083	1,453	57.93	15	1.03	791	1.90%
Winnebago	163,867	8,164	49.82	77	0.94	3,260	2.36%
Wood	76,937	5,255	68.30	20	0.38	1,104	1.81%
Wisconsin 2006	5,617,744	281,891	50.18	2,441	0.87	117,877	2.07%
US 2005	295,560,549	6,227,146	21.07	103,000	1.65	6,159,000	1.67%

## Motorcyclist Fatalities and Number of Operators with Class "M" Licenses (1979-2006)



## Motorcyclist Injured or Killed by Age and Injury Severity by Gender

Age	Injury Severity by Gender																Total			
	Killed				Incapacitating				Nonincapacitating				Possible							
	F	M	Unk	Tot	F	M	Unk	Tot	F	M	Unk	Tot	F	M	Unk	Tot	F	M	Unk	Tot
4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
5-9	0	0	0	0	1	0	0	1	1	2	0	3	1	0	0	1	3	2	0	5
10-14	0	0	0	0	1	1	0	2	4	3	0	7	3	0	0	3	8	4	0	12
15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
16	0	0	0	0	1	1	0	2	0	5	0	5	0	1	0	1	1	7	0	8
17	0	0	0	0	2	6	0	8	2	7	0	9	0	1	0	1	4	14	0	18
18	0	2	0	2	1	6	1	8	2	19	0	21	0	7	0	7	3	34	1	38
19	0	0	0	0	4	10	0	14	7	32	0	39	2	8	0	10	13	50	0	63
20	1	1	0	2	2	15	0	17	2	30	0	32	2	18	0	20	7	64	0	71
21	0	3	0	3	0	15	0	15	3	43	0	46	0	12	0	12	3	73	0	76
22	0	0	0	0	2	16	0	18	3	24	0	27	0	6	0	6	5	46	0	51
23	0	3	0	3	0	5	0	5	3	22	0	25	1	16	0	17	4	46	0	50
24	1	3	0	4	0	9	0	9	4	22	0	26	2	9	0	11	7	43	0	50
25-34	1	16	0	17	26	92	0	118	36	175	0	211	13	85	0	98	76	368	0	444
35-44	5	17	0	22	46	131	0	177	58	223	0	281	30	88	0	118	139	459	0	598
45-54	5	19	0	24	38	136	0	174	61	207	0	268	30	83	0	113	134	445	0	579
55-64	0	12	0	12	14	69	0	83	19	101	0	120	6	42	0	48	39	224	0	263
65-74	0	4	0	4	3	16	0	19	4	25	0	29	0	13	0	13	7	58	0	65
75-84	0	0	0	0	0	5	0	5	0	5	0	5	0	2	0	2	0	12	0	12
85 and over	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Unknown	0	0	0	0	0	1	0	1	0	0	1	1	1	0	2	3	1	1	3	5
<b>TOTAL</b>	<b>13</b>	<b>80</b>	<b>0</b>	<b>93</b>	<b>141</b>	<b>534</b>	<b>1</b>	<b>676</b>	<b>209</b>	<b>948</b>	<b>1</b>	<b>1,158</b>	<b>91</b>	<b>391</b>	<b>2</b>	<b>484</b>	<b>454</b>	<b>1,953</b>	<b>4</b>	<b>2,411</b>

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	3	5	2	1	3	4	4	8	0	0	0	3	3	6
Feb	0	0	0	1	1	2	0	0	0	1	1	2	0	0	0	1	1	2
Mar	1	1	2	12	24	36	1	7	8	14	32	46	1	1	2	13	25	38
Apr	4	0	4	91	99	190	6	15	21	101	114	215	4	0	4	109	110	219
May	8	3	11	176	116	292	16	24	40	200	143	343	9	3	12	201	128	329
Jun	13	6	19	211	141	352	28	19	47	252	166	418	14	7	21	264	164	428
Jul	13	7	20	218	189	407	18	19	37	249	215	464	13	8	21	269	228	497
Aug	7	5	12	183	148	331	23	20	43	213	173	386	7	7	14	214	172	386
Sep	5	2	7	143	109	252	17	22	39	165	133	298	5	2	7	174	124	298
Oct	6	1	7	81	57	138	17	13	30	104	71	175	6	1	7	108	61	169
Nov	2	4	6	32	21	53	7	9	16	41	34	75	2	4	6	34	22	56
Dec	0	0	0	3	4	7	0	4	4	3	8	11	0	0	0	3	4	7
TOTAL	59	29	88	1,153	912	2,065	135	153	288	1,347	1,094	2,441	61	33	94	1,393	1,042	2,435

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.

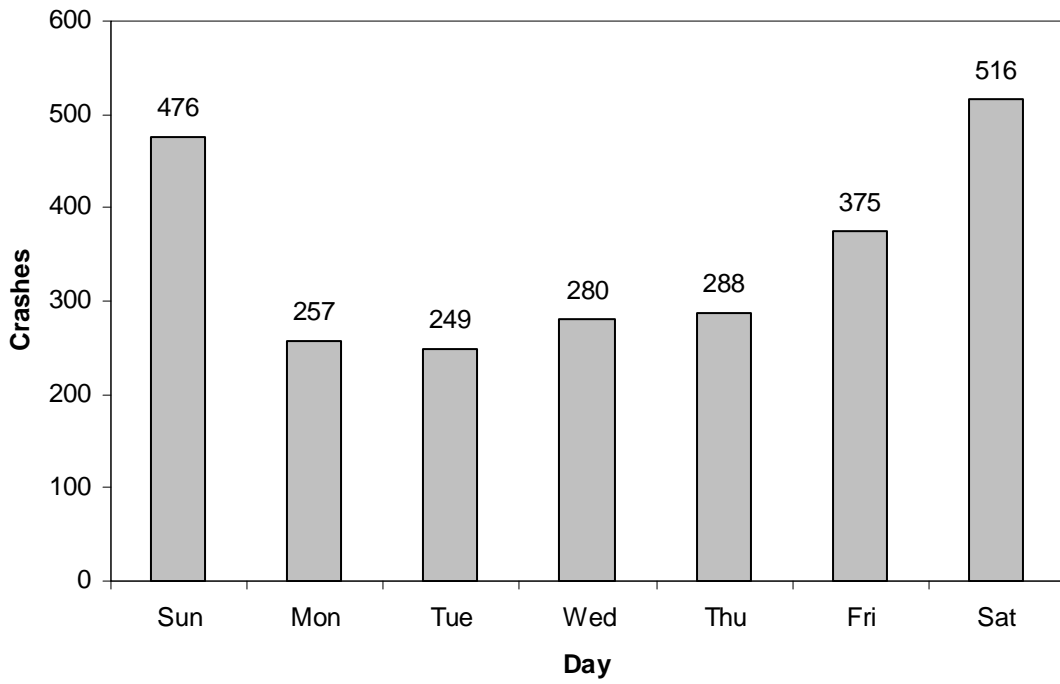
Urban = an incorporated area with a population of 5,000 or more.



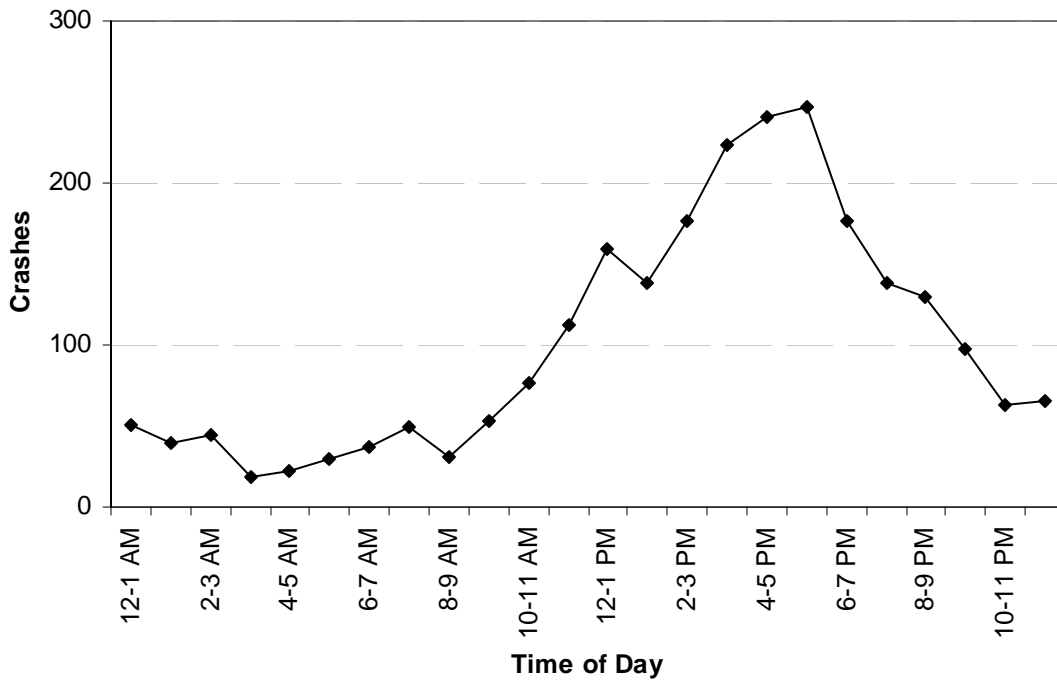
## Motorcycle Crashes by Time of Day and Day of Week

Time	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	TOTAL
12-1 AM	17	6	2	7	5	4	10	51
1-2 AM	12	0	3	1	5	9	9	39
2-3 AM	19	1	1	2	4	5	12	44
3-4 AM	6	4	2	1	1	1	4	19
4-5 AM	1	3	0	8	6	1	3	22
5-6 AM	6	6	5	3	4	4	2	30
6-7 AM	0	7	8	2	11	7	2	37
7-8 AM	4	6	13	6	6	12	3	50
8-9 AM	2	4	3	3	5	8	6	31
9-10 AM	15	6	8	2	5	7	10	53
10-11 AM	15	3	9	9	11	11	19	77
11-12 PM	22	16	7	13	6	17	31	112
12-1 PM	32	11	13	15	13	21	54	159
1-2 PM	37	11	9	5	12	18	46	138
2-3 PM	45	17	13	19	16	25	42	177
3-4 PM	47	23	17	30	29	32	45	223
4-5 PM	42	32	23	21	38	39	46	241
5-6 PM	37	37	37	29	28	34	45	247
6-7 PM	33	15	20	26	20	32	31	177
7-8 PM	20	15	16	22	17	19	29	138
8-9 PM	19	13	17	21	16	23	21	130
9-10 PM	20	6	7	12	12	21	19	97
10-11 PM	11	6	8	10	7	9	12	63
11-12 AM	8	5	8	10	9	15	11	66
Unknown	6	4	0	3	2	1	4	20
<b>TOTAL</b>	<b>476</b>	<b>257</b>	<b>249</b>	<b>280</b>	<b>288</b>	<b>375</b>	<b>516</b>	<b>2,441</b>

## Motorcycle Crashes by Day of Week



## Motorcycle Crashes by Time of Day

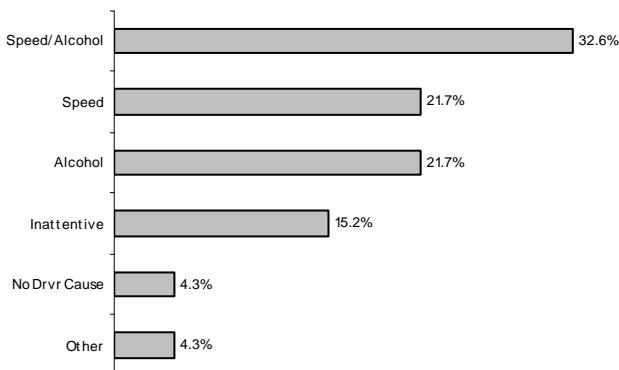


## Motorcycle Drivers in Crashes by Age Group

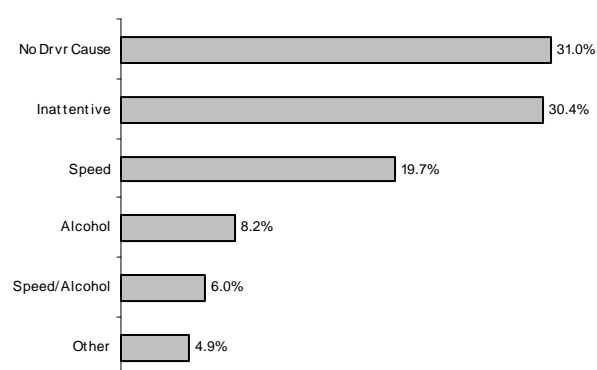
Age	Cyclists with an Instr. Permit or Endorsement	Percent of Licensed Cyclists	Percent of Cyclists in Age Group Involved in Crashes	Number of Cyclists in Age Group in Crashes	Percent of Total Cyclists in Crashes	Cyclists in Fatal Crashes	Cyclists in Injury Crashes	Cyclists in Property Damage Crashes
16	320	0.07%	2.81%	9	0.36%	0	7	2
17	846	0.18%	2.36%	20	0.80%	0	16	4
18	1,414	0.30%	2.76%	39	1.55%	2	33	4
19	1,693	0.37%	3.90%	66	2.62%	0	56	10
20	2,080	0.45%	3.70%	77	3.06%	2	65	10
21	2,455	0.53%	3.38%	83	3.30%	3	74	6
22	2,906	0.63%	1.89%	55	2.19%	0	49	6
23	3,343	0.72%	1.62%	54	2.15%	3	44	7
24	3,783	0.82%	1.43%	54	2.15%	3	43	8
25-34	55,510	11.97%	0.82%	457	18.17%	18	383	56
35-44	113,045	24.38%	0.53%	601	23.90%	20	531	50
45-54	153,013	33.00%	0.39%	596	23.70%	24	510	62
55-64	87,447	18.86%	0.31%	267	10.62%	12	233	22
65-74	26,436	5.70%	0.26%	69	2.74%	4	59	6
75 and over	9,413	2.03%	0.13%	12	0.48%	0	12	0
Unknown	0	0.00%	N/A	56	2.23%	0	16	40
<b>TOTAL</b>	<b>463,704</b>	<b>100.00%</b>	<b>N/A</b>	<b>2,515</b>	<b>100.00%</b>	<b>91</b>	<b>2,131</b>	<b>293</b>

## 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	278	338	616	363	363	331	140	471	30	37	67	1,002	515	1,517	
Angle	40	212	252	35	35	71	82	153	1	0	1	147	294	441	
Rear end	12	83	95	18	18	57	66	123	7	11	18	94	160	254	
Side swipe same	20	46	66	12	12	20	28	48	0	6	6	52	80	132	
Head on	5	14	19	6	6	7	9	16	0	0	0	18	23	41	
Side swipe opposite	6	12	18	8	8	13	2	15	0	0	0	27	14	41	
Rear to rear	0	1	1	0	0	0	0	0	0	0	0	0	1	1	
Unknown	4	5	9	2	2	1	2	3	0	0	0	7	7	14	
<b>TOTAL</b>	<b>365</b>	<b>711</b>	<b>1,076</b>	<b>444</b>	<b>444</b>	<b>500</b>	<b>329</b>	<b>829</b>	<b>38</b>	<b>54</b>	<b>92</b>	<b>1,347</b>	<b>1,094</b>	<b>2,441</b>	

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	1	2	17	13	30	0	0	0	18	14	32
Brakes	0	0	0	15	9	24	1	1	2	16	10	26
Steering	0	1	1	6	3	9	0	0	0	6	4	10
Disabled prior crash	0	0	0	3	0	3	0	0	0	3	0	3
Suspension	0	0	0	1	1	2	0	0	0	1	1	2
Head lamps	0	0	0	0	1	1	0	0	0	0	1	1
Other	0	1	1	20	11	31	5	2	7	25	14	39
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>62</b>	<b>38</b>	<b>100</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>69</b>	<b>44</b>	<b>113</b>

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

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

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

## Fixed Objects Struck in Single Unit Motorcycle Crashes

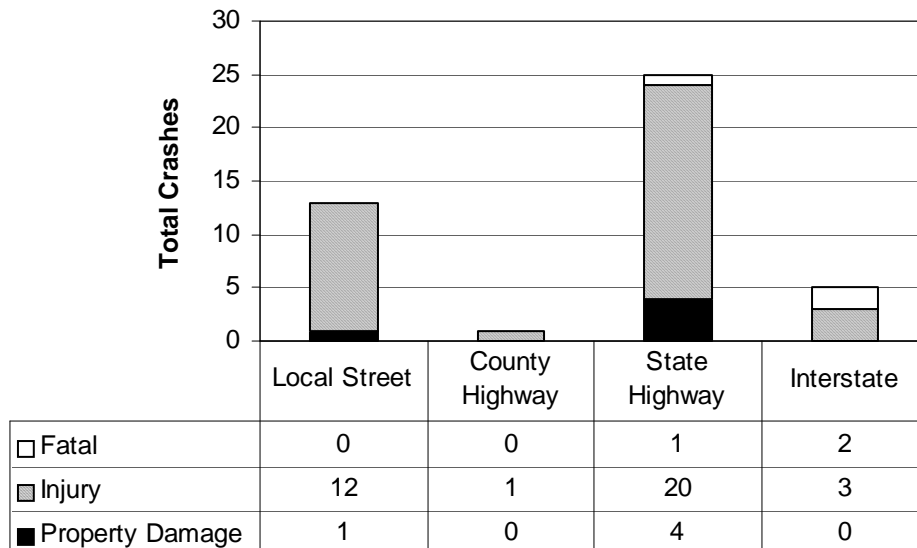
Type of Fixed Object	Fatal			Injury			Property Damage			TOTAL		
	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total	Rural	Urban	Total
Ditch	6	0	6	181	17	198	13	3	16	200	20	220
Curb	0	3	3	12	51	63	2	5	7	14	59	73
Other Fixed Object	0	0	0	22	21	43	3	1	4	25	22	47
Other object (Not Fixed)	1	0	1	17	11	28	2	2	4	20	13	33
Tree	3	1	4	18	6	24	0	0	0	21	7	28
Embankment	2	0	2	17	2	19	0	0	0	19	2	21
Median Barrier	0	2	2	1	12	13	1	0	1	2	14	16
Traffic Sign Post	1	3	4	8	2	10	0	1	1	9	6	15
Other Post	1	0	1	11	3	14	0	0	0	12	3	15
Guardrail Face	0	0	0	10	5	15	0	0	0	10	5	15
Mailbox	3	0	3	5	4	9	2	0	2	10	4	14
Culvert	1	0	1	10	3	13	0	0	0	11	3	14
Fence	0	0	0	9	1	10	0	0	0	9	1	10
Utility Pole	0	0	0	3	2	5	0	0	0	3	2	5
Lum Light Support	0	1	1	0	2	2	0	1	1	0	4	4
Traffic Signal	0	1	1	0	0	0	1	0	1	1	1	2
Bridge Rail	0	0	0	1	1	2	0	0	0	1	1	2
Impact Attenuator	0	0	0	1	0	1	0	0	0	1	0	1
Unknown	0	0	0	2	5	7	0	0	0	2	5	7
<b>TOTAL</b>	<b>18</b>	<b>11</b>	<b>29</b>	<b>328</b>	<b>148</b>	<b>476</b>	<b>24</b>	<b>13</b>	<b>37</b>	<b>370</b>	<b>172</b>	<b>542</b>

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	52	1,509	185	1,746	56	1,780
Dark/unlit	13	253	19	285	13	291
Dark/lighted	12	186	37	235	13	220
Dusk	11	83	19	113	12	103
Dawn	0	18	1	19	0	18
Unknown	0	2	1	3	0	2
<b>TOTAL</b>	<b>88</b>	<b>2,051</b>	<b>262</b>	<b>2,401</b>	<b>94</b>	<b>2,414</b>

### Weather Conditions

Weather Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Clear	59	1,479	165	1,703	63	1,746
Cloudy	26	486	84	596	28	561
Rain	1	64	10	75	1	85
Fog/smog/smoke	0	12	1	13	0	13
Unknown	1	8	1	10	1	9
Sleet/hail	0	1	1	2	0	1
Severe crosswinds	1	1	0	2	1	1
<b>TOTAL</b>	<b>88</b>	<b>2,051</b>	<b>262</b>	<b>2,401</b>	<b>94</b>	<b>2,416</b>

### Road Conditions

Road Conditions	Fatal Crashes	Injury Crashes	Property Damage Crashes	Total Crashes	TOTAL	
					Persons Killed	Persons Injured
Dry	83	1,848	235	2,166	89	2,168
Wet	2	96	14	112	2	120
Sand/mud/dirt/oil	0	33	3	36	0	37
Other	1	26	3	30	1	33
Ice	0	3	0	3	0	5
Snow/slush	0	0	2	2	0	0
Unknown	1	4	1	6	1	5
<b>TOTAL</b>	<b>87</b>	<b>2,050</b>	<b>258</b>	<b>2,355</b>	<b>93</b>	<b>2,368</b>

## 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
Barron	0	0	0	1	1	0	2	2
Brown	0	4	3	3	3	1	14	13
Buffalo	0	1	0	1	0	0	2	2
Chippewa	1	0	0	1	0	0	2	2
Columbia	0	0	0	1	0	0	1	1
Crawford	0	0	0	0	2	0	2	2
Dane	1	2	7	2	5	1	18	17
Dodge	0	0	2	2	1	0	5	5
Door	0	0	0	1	0	0	1	1
Douglas	0	1	0	1	0	0	2	2
Eau Claire	0	1	1	0	1	1	4	4
Fond Du Lac	0	1	1	1	2	1	6	6
Grant	0	3	1	1	0	0	5	5
Green	0	0	0	0	1	0	1	1
Green Lake	0	0	0	1	1	0	2	2
Iowa	0	0	1	1	0	0	2	2
Jackson	0	0	0	1	0	0	1	1
Jefferson	0	0	1	0	3	0	4	4
Juneau	0	1	0	0	1	0	2	2
Kewaunee	0	0	0	1	1	0	2	2
La Crosse	0	0	0	3	1	1	5	5
Lafayette	0	0	0	0	0	1	1	1
Langlade	0	0	1	0	0	0	1	1
Lincoln	0	0	1	2	0	0	3	3
Manitowoc	0	1	1	1	0	1	4	4
Marathon	0	0	0	4	1	0	5	5
Marinette	1	0	2	2	1	1	7	7
Menominee	0	0	0	1	0	0	1	1
Milwaukee	1	2	8	11	4	1	27	26
Monroe	1	0	0	4	0	0	5	5
Oconto	0	0	0	4	2	0	6	6
Oneida	0	0	1	0	1	0	2	2
Outagamie	0	1	6	6	2	1	16	16
Pierce	0	2	0	1	1	0	4	4
Polk	0	0	0	1	0	0	1	1
Portage	0	0	1	1	0	0	2	2
Racine	0	0	0	6	1	1	8	8
Richland	1	0	0	1	0	0	2	2
Rock	0	2	3	1	4	0	10	10
Rusk	0	0	1	0	0	0	1	1
St. Croix	0	0	1	3	0	1	5	4
Sauk	0	0	0	2	0	0	2	2
Shawano	0	0	0	1	0	0	1	1
Sheboygan	0	0	1	1	1	0	3	3
Vernon	0	0	0	0	1	0	1	1
Vilas	0	0	0	1	2	1	4	2
Walworth	0	0	1	2	2	0	5	5
Washburn	0	0	0	0	1	0	1	1
Washington	0	0	2	0	7	0	9	9
Waukesha	0	0	3	4	5	1	13	13
Waupaca	0	1	1	2	2	0	6	6
Waushara	0	0	1	0	0	0	1	1
Winnebago	0	1	1	3	1	0	6	6
Wood	0	0	0	1	0	0	1	1
TOTAL	6	24	53	88	63	15	249	243

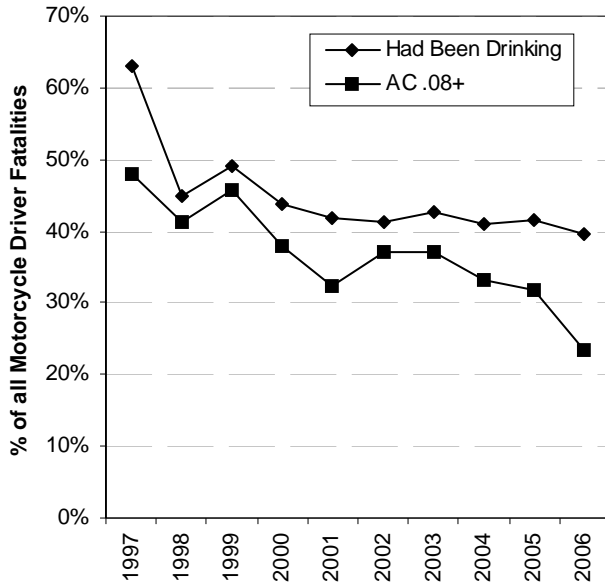
HBD = Had Been Drinking— The two numbers (249 & 243) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes.

## 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	9	4	0	1	1	2	1	18	3	19
1-2 AM	5	0	0	1	2	5	5	18	3	19
2-3 AM	8	1	0	1	2	3	4	19	1	18
3-4 AM	4	2	1	0	0	1	1	9	1	8
4-5 AM	0	0	0	1	0	0	1	2	0	2
7-8 AM	1	0	0	0	0	0	0	1	0	1
9-10 AM	0	0	0	1	0	0	0	1	0	1
11-12 PM	0	0	0	1	0	0	1	2	0	2
1-2 PM	1	0	0	0	0	0	3	4	3	2
2-3 PM	4	0	0	0	0	0	0	4	0	4
3-4 PM	4	2	0	0	0	0	5	11	0	13
4-5 PM	3	1	0	2	0	1	8	15	4	17
5-6 PM	5	1	3	0	1	0	5	15	1	14
6-7 PM	5	5	2	3	3	4	4	26	7	27
7-8 PM	5	1	0	4	2	3	5	20	4	22
8-9 PM	9	0	2	5	2	3	5	26	4	32
9-10 PM	6	1	0	1	0	2	3	13	2	15
10-11 PM	3	1	1	3	2	0	2	12	1	9
11-12 AM	4	1	1	3	2	4	1	16	1	16
Unknown	3	3	0	1	1	0	3	11	6	6
<b>TOTAL</b>	<b>79</b>	<b>23</b>	<b>10</b>	<b>28</b>	<b>18</b>	<b>28</b>	<b>57</b>	<b>243</b>	<b>41</b>	<b>247</b>
Percentage	32.5%	9.5%	4.1%	11.5%	7.4%	11.5%	23.5%	100.0%		

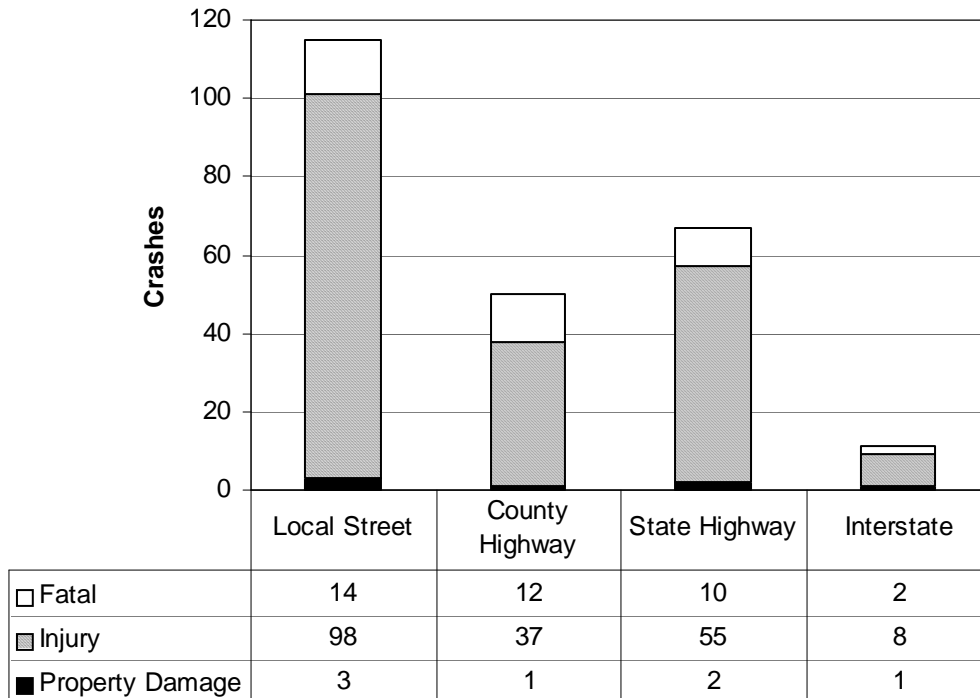
Note: This table represents crashes where the motorcyclist had been drinking. Time of day refers to a one-hour interval. Crashes could also include non-motorcyclists in which a motorcycle was involved.

## 1997-2006 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



	Motorcycle Driver Fatalities	Alcohol Concentration			Had Been Drinking
		Negative or Unknown	.01-.07	.08+	
1997	54	20	8	26	63.00%
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%
Total	661	364	47	250	44.90%
%	100%	55.10%	7.10%	37.80%	44.90%

## 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	114	123	57	91	385	10	21	11	7	49
Incapacitating	200	254	121	12	587	20	43	17	4	84
Nonincapacitating	359	405	209	40	1,013	46	56	33	4	139
Possible	185	126	86	29	426	12	21	13	4	50
Killed	23	42	16	0	81	1	4	7	0	12
<b>TOTAL</b>	<b>881</b>	<b>950</b>	<b>489</b>	<b>172</b>	<b>2,492</b>	<b>89</b>	<b>145</b>	<b>81</b>	<b>19</b>	<b>334</b>

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	0	0	0	0	124	144	68	98	434
Incapacitating	2	1	1	0	4	222	298	139	16	675
Nonincapacitating	0	1	0	0	1	405	462	242	44	1,153
Possible	0	1	0	0	1	197	148	99	33	477
Killed	0	0	0	0	0	24	46	23	0	93
<b>TOTAL</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>972</b>	<b>1,098</b>	<b>571</b>	<b>191</b>	<b>2,832</b>

\*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
4	0	0	0	0	0	0	1	0	0	0	0	1
5-9	0	0	0	0	0	0	1	2	0	1	1	5
10-14	0	0	0	0	0	0	6	3	1	0	0	10
15	0	0	0	0	0	0	0	1	0	0	0	1
16	1	1	1	4	0	7	0	0	0	1	0	1
17	5	9	0	1	1	16	1	0	1	0	0	2
18	8	10	5	8	1	32	1	0	0	3	0	4
19	10	18	13	11	2	54	2	0	2	4	0	8
20	14	22	20	6	3	65	0	1	3	0	0	4
21	16	17	20	15	5	73	0	0	0	0	0	0
22	7	15	15	5	3	45	2	1	1	1	1	6
23	12	9	11	10	0	42	1	0	3	0	1	5
24	4	11	17	5	3	40	0	0	4	2	0	6
25-34	50	96	137	74	13	370	3	5	29	13	3	53
35-44	29	105	225	125	21	505	2	5	34	23	2	66
45-54	51	97	217	94	22	481	7	18	33	10	1	69
55-64	25	64	81	50	5	225	5	7	7	3	3	25
65-74	8	23	20	5	1	57	1	1	1	0	0	3
75-84	3	2	3	3	0	11	0	0	0	1	0	1
85+	0	1	0	0	0	1	0	0	0	0	0	0
Unknown	0	1	0	0	1	2	1	0	1	1	0	3
<b>TOTALS</b>	<b>243</b>	<b>501</b>	<b>785</b>	<b>416</b>	<b>81</b>	<b>2,026</b>	<b>34</b>	<b>44</b>	<b>120</b>	<b>63</b>	<b>12</b>	<b>273</b>

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
4	0	0	0	0	0	0	1	0	0	0	0	1
5-9	0	0	0	0	0	0	1	2	0	1	1	5
10-14	0	0	0	0	0	0	6	3	1	0	0	10
15	0	0	0	0	0	0	0	1	0	0	0	1
16	0	0	0	0	0	0	1	1	1	5	0	8
17	0	0	0	0	0	0	6	9	1	1	1	18
18	0	0	0	0	0	0	9	10	5	11	1	36
19	0	0	0	0	0	0	12	18	15	15	2	62
20	0	0	0	0	0	0	14	23	23	6	3	69
21	0	0	0	0	0	0	16	17	20	15	5	73
22	0	0	0	0	0	0	9	16	16	6	4	51
23	0	0	0	0	0	0	13	9	14	10	1	47
24	0	0	0	0	0	0	4	11	21	7	3	46
25-34	0	0	1	0	0	1	53	101	167	87	16	424
35-44	0	1	1	0	0	2	31	111	260	148	23	573
45-54	1	0	1	0	0	2	59	115	251	104	23	552
55-64	0	0	0	0	0	0	30	71	88	53	8	250
65-74	0	0	0	1	0	1	9	24	21	6	1	61
75-84	0	0	0	0	0	0	3	2	3	4	0	12
85+	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	1	1	1	1	1	5
<b>TOTALS</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>278</b>	<b>546</b>	<b>908</b>	<b>480</b>	<b>93</b>	<b>2,305</b>

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								
	Helmet Only		Helmet & Eye		Eye Only		None		Total	Helmet Only		Helmet & Eye		Eye Only		None		Total
	M	F	M	F	M	F	M	F	M&F	M	F	M	F	M	F	M	F	M&F
18	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1
21	2	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0
23	2	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0
24	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	0	1
25-34	1	0	3	0	10	1	2	0	17	0	0	0	0	0	0	0	0	0
35-44	1	0	3	0	12	0	1	0	17	0	0	0	0	0	1	0	4	5
45-54	1	0	4	0	8	0	6	0	19	0	1	0	0	0	2	0	2	5
55-64	2	0	1	0	8	0	1	0	12	0	0	0	0	0	0	0	0	0
65-74	0	0	1	0	2	0	1	0	4	0	0	0	0	0	0	0	0	0
<b>TOTAL S</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>41</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>12</b>

Age	TOTAL								
	Helmet Only		Helmet & Eye		Eye Only		None		Total
	M	F	M	F	M	F	M	F	M&F
18	2	0	0	0	0	0	0	0	2
20	0	0	0	0	0	0	1	1	2
21	2	0	0	0	1	0	0	0	3
23	2	0	0	0	0	0	1	0	3
24	0	0	0	0	0	1	3	0	4
25-34	1	0	3	0	10	1	2	0	17
35-44	1	0	3	0	12	1	1	4	22
45-54	1	1	4	0	8	2	6	2	24
55-64	2	0	1	0	8	0	1	0	12
65-74	0	0	1	0	2	0	1	0	4
<b>TOTAL S</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>41</b>	<b>5</b>	<b>16</b>	<b>7</b>	<b>93</b>

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

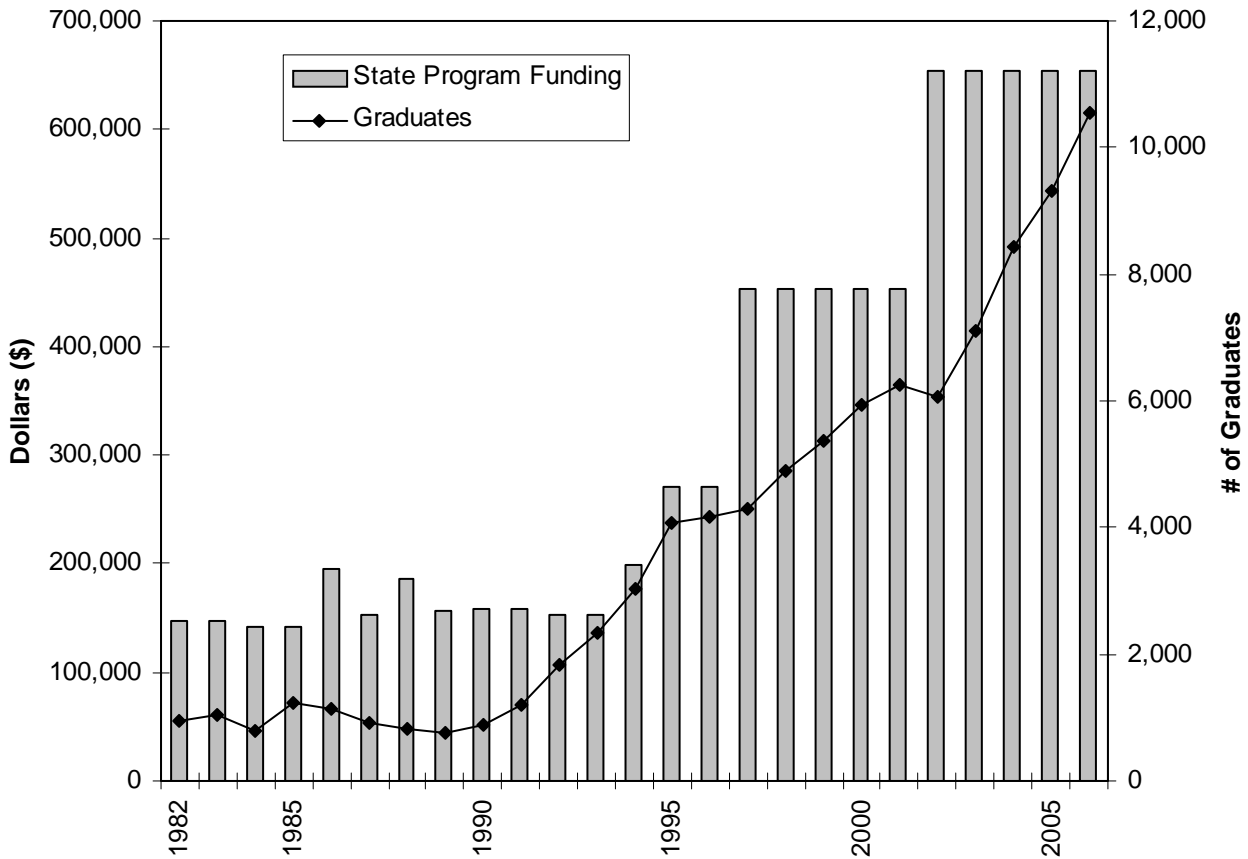
F = Female, M = Male, Tot = Total  
 Helmet Only = Helmet worn, no eye protection  
 Helmet & Eye = Helmet worn, eye protection worn  
 Eye Only = No Helmet worn, eye protection worn  
 None = No helmet worn, no eye protection worn  
 Eqp use Unk = Helmet and eye protection use not known

## 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	23	12	35	424	241	665	26	18	44	473	271	744
Speed too Fast/Conditions	12	5	17	139	60	199	11	4	15	162	69	231
Inattentive Driving	3	3	6	84	76	160	15	8	23	102	87	189
Exceeding Speed Limit	17	12	29	67	68	135	2	10	12	86	90	176
Driver Condition	9	4	13	92	59	151	2	2	4	103	65	168
Following Too Close	1	0	1	34	44	78	5	9	14	40	53	93
Fail to Yield Right of Way	1	1	2	22	26	48	4	10	14	27	37	64
Improper Overtake	3	2	5	30	13	43	1	3	4	34	18	52
Left of Center	4	1	5	17	4	21	6	2	8	27	7	34
Improper Turn	0	0	0	14	13	27	1	0	1	15	13	28
Disregard Traffic Control	0	4	4	9	15	24	0	0	0	9	19	28
Unsafe Backing	0	0	0	0	1	1	0	0	0	0	1	1
Physically Disabled	0	0	0	0	1	1	0	0	0	0	1	1
Other	2	4	6	42	30	72	6	4	10	50	38	88
<b>TOTAL</b>	<b>75</b>	<b>48</b>	<b>123</b>	<b>974</b>	<b>651</b>	<b>1,625</b>	<b>79</b>	<b>70</b>	<b>149</b>	<b>1,128</b>	<b>769</b>	<b>1,897</b>

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 (1982-2006)



### 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
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
2006	36,311	0	205	0	0	203	11	214

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	12:30 AM	D	1	02 H.D.	Eye	Dry	D/NL	Clear	M	32	INVALID	N/B mc. struck mailbox/landed in a front yard/appeared mc crossed center line onto opposite shoulder	Local	11
Mon	12:40 PM	D	2	03 H.D.	None	Dry	Daylight	Clear	M	53	VALID	E/B van did not see w/b mc & turned in mc's path/mc locked up brake & struck van's front/pas side	CTH	None
Mon	12:40 PM	P	2	03 H.D.	None	Dry	Daylight	Clear	F	49	Passenger	E/B van did not see W/B mc/turned in mc's path/mc locked up brake & struck van's front/pas side	CTH	None
Mon	3:16 PM	D	2	04 H.D.	Eye	Dry	Daylight	Cloudy	M	61	VALID	W/B auto pulled out at intersection in front of S/B mc/mc struck auto/mc oper ejected & landed in west ditch	USH	None
Mon	4:45 PM	D	2	01 H.D.	Hel/Eye	Dry	Daylight	Clear	M	60	VALID	S/B auto turned left into path of N/B motorcycle/mc struck auto/mc oper thrown over roof of car onto hwy	STH	None
Mon	6:14 PM	D	1	77 Yamaha	Eye	Dry	Daylight	Cloudy	M	36	INVALID	MC passed a car traveling at a high rate of speed/lost control into a ditch/mc hit embankment/oper ejected	CTH	1,2,11
Mon	6:55 PM	D	2	00 HD	Eye	Dry	Daylight	Clear	M	53	VALID	MC#1 was traveling W/B/mc#2 was following/mc#2 swerved but rear-ended mc#1/mc#2 trapped under mc	CTH	4
Mon	4:44 PM	D	1	06 Honda	Eye	Dry	Daylight	Windy	M	21	INVALID	S/B mc lost control onto W side of hwy/into ditch/struck 1st rock embank/oper thrown into 2nd rock embank	STH	11
Mon	7:25 AM	D	2	03 Honda	Helmet	Dry	Daylight	Clear	M	64	VALID	NCV (semi) made a wide U turn from n/b hwy to s/b hwy forcing mc & auto to right lane/mc & auto collided	STH	5
Mon	11:32 AM	D	2	01 Honda	Eye	Dry	Daylight	Clear	M	43	VALID	S/B truck drove into path of e/b mc at intersection/mc collided with truck	STH	1
Mon	8:10 PM	D	1	06 Honda	Eye	Dry	Dusk	Clear	M	31	INVALID	MC oper traveling eastbound lost control of motorcycle and collided into traffic signal pole	Local	1,11
Tue	5:32 PM	D	2	00 H.D.	Eye	Dry	Daylight	Clear	M	47	VALID	S/B auto attempting to make a left turn into driveway/collided with N/B mc/mc oper was ejected	STH	None
Tue	7:45 PM	D	2	78 Honda	Helmet	Dry	Daylight	Clear	M	23	VALID	E/B mc lost control of veh/traveled to north shoulder of road/struck mailbox/mc oper ejected	Local	2,11
Tue	8:50 PM	D	1	99 Honda	Helmet	Dry	Daylight	Clear	M	23	VALID	E/B mc lost control of veh/traveled to north shoulder of road/struck mailbox/mc oper ejected	STH	12
Tue	6:41 PM	D	2	83 Honda	Eye	Dry	Daylight	Clear	M	41	INVALID	S/B auto making a left turn to the east was struck by a N/B mc	STH	None
Tue	6:41 PM	P	2	83 Honda	None	Dry	Daylight	Clear	F	41	Passenger	S/B auto making a left turn to the east was struck by a N/B mc	STH	None
Tue	2:11 PM	D	2	89 H.D.	Eye	Dry	Daylight	Clear	M	63	VALID	E/B SUV stopped and then proceeded into the path of N/B motorcycle/motorcycle struck SUV	Local	1,12
Tue	6:48 PM	D	1	73 BMW	Eye	Unknown	Dusk	Cloudy	M	59	VALID	MC oper passed vehicles & almost collided w/several of them/mc crashed/witness found oper laying in ditch	Local	1,12
Tue	5:48 PM	D	1	00 Yamaha	None	Dry	Daylight	Cloudy	M	24	INVALID	MC traveling at high rate of speed/swerved/hit brakes/lost control	Local	1
Wed	6:25 AM	D	1	01 Yamaha	None	Unknown	Dark	Unknown	M	26	VALID	MC oper found dead in field/excessive speed/lost control while negotiating a curve in the road	CTH	1,2
Wed	6:00 PM	D	1	01 Honda	Helmet	Dry	Daylight	Clear	M	21	INVALID	W/B mc began to navigate turn & traveled onto north gravel shoulder/went into ravine/mc oper ejected	Local	11
Wed	10:09 PM	D	1	83 H.D.	Eye	Dry	D/NL	Clear	M	37	VALID	MC oper was traveling too fast to negotiate curve/mc skidded/hit fence post/mc flipped/mc oper ejected	STH	2
Wed	1:45 AM	D	1	99 Suzuki	Eye	Dry	D/NL	Clear	M	32	INVALID	W/B mc lost control/struck left median barrier wall/oper thrown over railing/landed in ditch off ramp below	IH	2,1,12
Wed	2:28 PM	D	3	06 H.D.	Helmet	Dry	Daylight	Clear	M	42	VALID	N/B auto changed lanes to exit I-94/rear-ended by N/B mc/mc lost control/oper ejected/nb semi hit mc oper	IH	14
Wed	10:42 PM	D	3	06 Suzuki	Eye	Wet	D/NL	Cloudy	M	25	VALID	N/B mc oper on inside lane/left off mc after striking deer/ejected into N/B outside lane/hit by N/B semi	STH	None
Wed	5:12 PM	D	1	03 Yamaha	Hel/Eye	Dry	Dusk	Clear	M	66	VALID	Non-contact vehicle (ncv) wobbled & slid onto side in front of mc/mc braked & overturned	STH	11
Wed	11:42 PM	D	1	06 Honda	None	Dry	D/NL	Clear	M	31	INVALID	W/B MC possibly hit the median and lost control	Local	14
Thu	8:36 AM	D	1	05 Suzuki	Eye	Dry	Daylight	Clear	M	29	AL License	N/B mc operating at high rate of speed struck curb/was ejected & struck railroad sign/thrown into S/B lane	Local	1
Thu	10:51 AM	D	1	94 Honda	Hel/Eye	Dry	D/NL	Cloudy	M	36	VALID	S/B mc failed to negotiate curve/emerged ditch/impacted embankment/mc oper ejected	CTH	11
Thu	8:00 PM	D	1	03 Kawasaki	Hel/Eye	Dry	Dusk	Clear	M	44	VALID	MC oper at high rate of speed/failed to negotiate curve/struck median wall/oper ejected/landed in lane	IH	1,11
Thu	2:06 PM	D	1	03 H.D.	None	Dry	Daylight	Clear	M	73	VALID	MC approaching red light/attempted to stop/lost control/mc tipped & skidded into intersection/oper ejected	STH	4,8,11
Thu	8:26 AM	D	1	05 H.D.	None	Dry	Daylight	Clear	M	61	VALID	MC was negotiating corner to turn west when it crossed center line/skidded/hit E/B auto/mc oper ejected	STH	1,9,11
Thu	1:09 AM	D	1	98 H.D.	None	Dry	D/NL	Clear	M	45	VALID	MC traveling at high rate of speed/made contact with curb/struck light pole/mc flipped/mc oper ejected	Local	1,11
Thu	9:05 PM	D	2	90 H.D.	Eye	Dry	D/NL	Clear	M	53	VALID	MC was negotiating corner to turn west when it crossed center line/skidded/hit E/B auto/mc oper ejected	Local	7,11
Thu	8:14 PM	D	2	96 Honda	Helmet	Dry	Dusk	Cloudy	M	23	VALID	W/B semi turned to go opposite direction w/right-turn signal/W/B mc struck semi by back axes/oper ejected	Local	1,9,11
Thu	7:53 AM	D	2	04 Ducati	Hel/Eye	Dry	Daylight	Clear	M	32	VALID	Auto turning left to go north/S/B mc was negotiating tight-hand turn/mc struck auto's front on driver side	Local	None
Thu	5:55 PM	D	1	94 H.D.	Eye	Dry	Daylight	Clear	F	32	VALID	MC tied to stop for line of cars waiting for veh to turn/oper hit brake/skidded/lost control/oper & pas ejected	STH	2,11
Thu	2:50 PM	D	2	97 Honda	Hel/Eye	Dry	Daylight	Clear	M	49	VALID	W/B mc attempted to pass ncv/did not see w/b truck in front/braked/skidded/slid under truck's tires/run over	STH	9
Fri	12:52 PM	D	2	01 Honda	Eye	Dry	Daylight	Clear	M	65	IL License	W/B auto turned left into path of E/B mc/vehicles collided/mc oper was ejected	STH	None
Fri	8:35 PM	P	1	86 H.D.	None	Dry	Dusk	Clear	F	44	Passenger	MC oper tried to pass another mc/lost control/struck stop sign/passenger ejected/mc oper struck tree	Local	None
Fri	8:35 PM	D	1	86 H.D.	Eye	Dry	Dusk	Clear	M	59	VALID	MC oper tried to pass another mc/lost control/struck stop sign/passenger ejected/mc oper struck tree	Local	1,2,4,9,11
Fri	4:15 PM	D	2	03 H.D.	Eye	Dry	Daylight	Clear	M	54	VALID	E/B truck did not see mc/was attempting to make a left in W/B mc's path/mc skidded & collided w/truck	Local	None
Fri	3:01 PM	D	2	02 Suzuki	Helmet	Dry	Daylight	Cloudy	M	21	VALID	W/B van crossed center line and struck E/B motorcycle/motorcycle oper was ejected	STH	None
Fri	7:40 PM	D	1	Custom MC	Eye	Dry	Daylight	Clear	M	37	VALID	MC swerved & slowed to avoid ncu changing into mc's lane/mc lost control/hit curb in median/oper ejected	Local	1
Fri	11:50 PM	D	2	94 H.D.	Eye	Dry	D/NL	Clear	M	55	VALID	MC struck deer/mc laid on pavement with left front facing ditch/mc oper was ejected/landed under mc's tire	CTH	3,8
Fri	5:54 PM	D	2	98 Honda	Hel/Eye	Dry	D/NL	Cloudy	M	24	INVALID	W/B MC failed to yield for traffic control and was struck by N/B vehicle	STH	2,11
Sat	6:30 PM	D	1	05 Honda	Eye	Dry	Daylight	Clear	M	74	VALID	Lost control of motorcycle at curve/struck mailbox/flipped motorcycle/came to rest in ditch	CTH	11
Sat	12:12 PM	D	1	82 Yamaha	Helmet	Dry	Daylight	Cloudy	M	18	INVALID	MC was traveling south approaching intersection/mc oper fell off mc continuing south	CTH	11
Sat	1:01 PM	D	2	98 H.D.	Hel/Eye	Dry	Daylight	Clear	M	52	LA License	S/B mc in left lane ran a red light striking a N/B auto waiting to turn left who made turn on yellow light	Local	8,14
Sat	5:53 PM	D	1	03 H.D.	None	Dry	Daylight	Clear	M	43	INVALID	MC oper failed to negotiate curve at high rate of speed/mc slid on side/mc oper ejected	STH	1,11,12
Sat	4:35 PM	D	1	03 H.D.	None	Dry	Daylight	Clear	M	46	VALID	S/B mc oper applied brakes/went toward center of road/mc tipped onto side/slid into private driveway	Local	2,11,12
Sat	8:34 PM	P	2	84 H.D.	None	Dry	Dusk	Clear	F	38	Passenger	W/B mc struck side of westbound auto/auto was attempting to make a left turn in front of mc	STH	None
Sat	9:10 PM	D	2	99 Kawasaki	Hel/Eye	Dry	Dusk	Clear	M	31	INVALID	S/B mc disregarded red traffic light/struck an eastbound truck that had a green light	Local	1,8

# Fatally Injured Motorcyclists

DAY	TIME	D/P	UNITS	TYPE	SAFETY	ROAD	LIGHT	WEATHER	MF	AGE	LICENSE	NARRATIVE	ROAD TYPE	PCCS
Sat	6:34 PM	D	1	91 H.D.	None	Dry	Daylight	Cloudy	M	45	INVALID	W/B mc passed another W/B mc/skidded/lost control coming to rest on shoulder of E/B lane	CTH	4
Sat	7:16 PM	P	1	98 H.D.	None	Dry	Daylight	Cloudy	F	48	Passenger	MC passed ncv illegally/was going to merge, but couldn't/locked up brakes/mc skidded/flipped/pas ejected	CTH	None
Sat	1:55 AM	D	1	99 Kawasaki	Eye	Dry	Dk/NL	Clear	M	34	VALID	MC oper/high rate of speed/failed to negotiate curve/left road/struck tree #1/oper ejected/struck tree #2	CTH	1,2,11,12
Sat	Unknown	D	1	76 BMW	Eye	Dry	Dk/NL	Clear	M	52	IL License	MC failed to negotiate sharp curve at intersection/went straight onto right shoulder/into ditch/oper ejected	CTH	12
Sat	2:32 PM	D	2	97 H.D.	Eye	Dry	Daylight	Clear	M	51	VALID	N/B auto had stopped to make a left turn w/turn signals working when N/B mc skidded/struck auto in rear	STH	2,4
Sat	1:26 AM	D	1	99 Triumph	Eye	Dry	Dk/NL	Clear	M	38	VALID	MC failed to negotiate curve/left rd/onto gravel shoulder/lost control/slid down paved shoulder/oper ejected	STH	12
Sat	2:16 PM	D	2	87 Honda	Eye	Dry	Daylight	Clear	M	33	VALID	N/B mc at high rate of speed/came around curve/crossed center line into path of S/B van/mc & van collided	STH	1,11
Sat	1:00 PM	D	1	98 H.D.	None	Unknown	Daylight	Cloudy	M	50	IL License	MC oper failed to negotiate curve /left roadway/into ditch/traveled 88'/struck rocks/flipped mc/oper ejected	Local	11
Sat	9:37 PM	D	2	98 Kawasaki	Helmet	Dry	Dk/L	Cloudy	M	25	INVALID	MC struck minivan in left front quarter/mc oper ejected/landed on minivan's windshield/exact reason unclear	Local	1
Sat	11:50 PM	D	1	99 H.D.	Eye	Dry	Dk/NL	Clear	M	39	VALID	MC oper failed to negotiate a left curve/lost control/entered a gravel shoulder/mc oper ejected into e ditch	CTH	1,2,11
Sat	4:44 PM	P	4	04 H.D.	None	Dry	Daylight	Cloudy	F	45	Passenger	Truck changed lanes in front of 3 mcs/1st mc skidded to avoid truck/2nd mc hit 1st mc/3rd mc went down	STH	None
Sat	6:36 PM	D	2	05 Kawasaki	None	Dry	Dusk	Clear	M	23	VALID	Motorcyclist doing wheelies/tricks lost control/flipped & rolled on side/struck legally parked auto/oper ejected	Local	1,11,14
Sat	12:26 PM	D	2	90 H.D.	Eye	Dry	Daylight	Cloudy	M	43	VALID	W/B auto cresting hill collided head-on w e/b mc at same cres/mc crossed center line/mc oper ejected	CTH	7
Sat	8:24 AM	D	2	83 Honda	None	Dry	Daylight	Cloudy	M	53	INVALID	W/B auto at stop failed to yield right of way to s/b mc/auto struck mc/mc oper ejected	Local	14
Sun	8:59 PM	D	1	96 Honda	Eye	Wet	Dk/NL	Rain	M	43	INVALID	Lost control negotiating curve/went off road/into ditch/mc oper ejected	CTH	2
Sun	4:55 PM	D	1	04 Yamaha	Eye	Dry	Daylight	Clear	M	36	INVALID	MC oper lost control/was ejected from unit/collided with a car legally parked at curb	Local	11
Sun	7:27 PM	D	1	04 Honda	Eye	Dry	Daylight	Clear	M	62	VALID	MC oper failed to negotiate curve/overturned/mc oper ejected/came to rest on gravel shoulder	CTH	11
Sun	9:57 PM	D	1	02 H.D.	Eye	Dry	Dk/NL	Clear	M	34	VALID	Northbound motorcycle struck a deer/both occupants were ejected coming to rest on east shoulder	CTH	None
Sun	12:35 PM	D	2	03 Yamaha	None	Dry	Daylight	Clear	M	20	INVALID	Oper of W/B auto turned N at intersection/S/B mc at high rate of speed/lost control/oper ejected/hit auto	Local	1,2,7,11
Sun	7:10 PM	D	1	00 Suzuki	None	Dry	Daylight	Clear	M	24	VALID	MC was negotiating a curve/went off east side of road/oper was ejected and landed inside culvert	USH	1
Sun	10:25 PM	D	2	96 H.D.	Helmet	Dry	Dk/NL	Clear	M	55	VALID	Oper of N/B truck failed to stop at intersection/mc entered into intersection and struck driver's door	STH	None
Sun	10:12 PM	D	2	85 Honda	Helmet	Dry	Dk/NL	Clear	M	45	VALID	S/B mc struck deer/aid mc down/mc oper ejected/landed in N/B lane/mc oper struck by N/B auto	USH	None
Sun	3:39 PM	D	2	04 H.D.	Eye	Dry	Daylight	Cloudy	M	45	VALID	W/B mc crossed over center line into E/B lane/mc struck E/B jeep head-on/mc oper & passenger ejected	STH	7
Sun	3:39 PM	P	2	04 H.D.	None	Dry	Daylight	Cloudy	F	48	Passenger	W/B mc crossed over center line into E/B lane/mc struck E/B jeep head-on/mc oper & passenger ejected	STH	None
Sun	4:29 PM	D	1	00 H.D.	Eye	Dry	Daylight	Cloudy	M	58	VALID	MC oper failed to negotiate construction zone/struck two sets of barricades, cement mixer & T' beams	STH	4
Sun	8:36 PM	D	1	05 Yamaha	Hel/Eye	Dry	Dusk	Clear	M	45	VALID	E/B mc left roadway/entered north ditch/continued thru grassy ditch into larger ditch/mc oper ejected	Local	1,2,11
Sun	3:20 PM	P	1	03 Honda	Helmet	Dry	Daylight	Clear	F	49	Passenger	MC struck a deer/both motorcycle driver and passenger were ejected	CTH	None
Sun	12:54 AM	P	2	04 H.D.	None	Dry	Dk/L	Clear	F	24	Passenger	S/B auto failed to stop for flashing red light/struck W/B mc/oper & pas ejected landing on east side of street	Local	None
Sun	12:54 AM	P	2	04 H.D.	Eye	Dry	Dk/L	Clear	M	36	VALID	S/B auto failed to stop for flashing red light/struck W/B mc/oper & pas ejected landing on east side of street	Local	None
Sun	1:01 AM	D	2	01 Yamaha	Hel/Eye	Dry	Dk/L	Cloudy	M	35	INVALID	MC and auto going in opposite direction collided/the front of the motorcycle struck the rear side of the auto	Local	2,7,11
Sun	3:14 AM	P	1	01 Honda	None	Dry	Dk/L	Clear	F	20	Passenger	MC oper tried to slow down for a curve/lost control/struck the curve/continued on shoulder/pas ejected	Local	None
Sun	2:48 PM	P	2	97 Honda	None	Dry	Daylight	Clear	F	43	Passenger	S/B mc traveling at high rate of speed collided with an E/B auto that failed to yield right of way to mc	Local	None
Sun	2:48 PM	D	2	97 Honda	None	Dry	Daylight	Clear	M	44	VALID	S/B mc traveling at high rate of speed collided with an E/B auto that failed to yield right of way to mc	Local	2
Sun	4:11 PM	P	2	04 H.D.	None	Dry	Daylight	Clear	F	44	Passenger	MC collided with an SUV when the SUV failed to yield right of way to mc	CTH	None
Sun	1:32 PM	D	2	88 Kawasaki	Hel/Eye	Dry	Daylight	Cloudy	M	32	VALID	N/B auto at stop sign/pulled out into intersection/W/B mc at high rate of speed hit auto in front right pas area	CTH	1
Sun	6:53 PM	D	1	02 H.D.	Hel/Eye	Dry	Dk/L	Cloudy	M	31	INVALID	N/B mc was rapidly approaching N/B traffic ahead/mc changed lanes as if to pass/crashed/mc oper ejected	Local	12
Sun	12:48 AM	D	1	05 H.D.	Eye	Dry	Dk/NL	Clear	M	30	INVALID	Motorcycle struck tree north of roadway/alcohol & speed were factors	Local	1,12
Sun	5:16 PM	D	2	03 H.D.	Eye	Dry	Daylight	Clear	M	26	INVALID	S/B auto attempted to make a left turn off highway when struck on driver's side by S/B mc	STH	3
Sun	7:38 PM	D	1	06 H.D.	Eye	Dry	Dusk	Clear	M	51	VALID	W/B mc collided w/deer from S ditch/mc went off road/into N ditch/mc hit culvert/oper ejected/head hit tree	CTH	None
Sun	2:20 PM	D	1	78 H.D.	None	Dry	Daylight	Clear	M	56	INVALID	MC struck curb on outside of s/b lane/rode curb/mc oper ejected & struck sign post with upper torso	STH	11

**Possible Contributing (PCCs) - of cycle driver**  
 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](http://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](mailto:safe_cycling@msf-usa.org)  
Website: [www.msf-usa.org](http://www.msf-usa.org)

American Motorcyclist Association  
13515 Yarmouth Drive  
Pickerington, Ohio 43147  
(614) 856-1900  
Website: [www.ama-cycle.org](http://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](mailto:smsabusinessmgr@hotmail.com)  
Website: [www.smsa.org](http://www.smsa.org)

National Highway Traffic Safety  
Administration  
400 Seventh Street SW  
Washington, DC 20590  
(202) 366-1770  
e-mail: [jsyner@nhtsa.dot.gov](mailto:jsyner@nhtsa.dot.gov)  
Website: [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov)