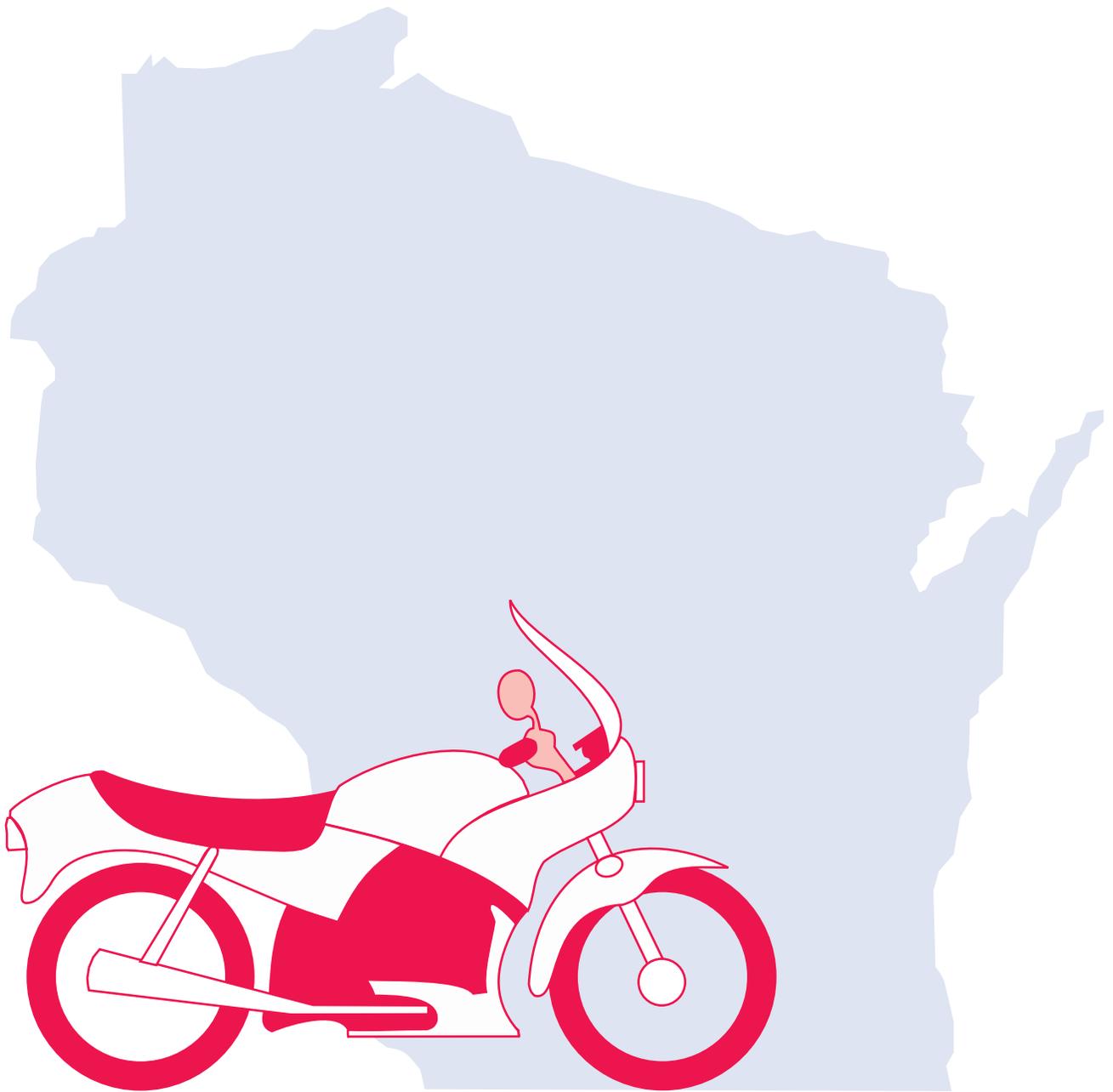


# 2004 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK





## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

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October 13, 2005

Dear Traffic Safety Advocate:

The Wisconsin Department of Transportation Bureau of Transportation Safety is happy to provide to you a copy of the "2004 Wisconsin Motorcycle Safety Facts Book." The 2004 data contained in this book is the most current available at this time.

This publication includes a wealth of motorcycle crash data and general motorcycling information which assists our department in developing programs to address areas of concern. It also supports our goal of improved information-sharing among those groups and individuals having an interest in motorcycle safety. The commitment to reduce crashes, deaths and injuries continues to be WisDOT's top priority. I extend my thanks to the principal researcher of this document, Timothy McClain.

To obtain further program information or additional copies of this book, please contact Ron Thompson, WisDOT Bureau of Transportation Safety, P.O. Box 7936, Madison, Wisconsin 53707. Phone: (608) 266-7855. FAX: (608) 267-0441.  
email: [ron.thompson@dot.state.wi.us](mailto:ron.thompson@dot.state.wi.us).

Sincerely,

A handwritten signature in cursive script that reads "Frank J. Busalacchi".

Frank J. Busalacchi  
Secretary

## 2004 MOTORCYCLE SAFETY AT A GLANCE

- In 2004, there were 3.9 registered motorcycles for every 100 Wisconsin residents. In 10 years, the number of residents holding a Class M endorsement (motorcycle license) has increased by 25% from 345,641 in 1995 to 430,655 in 2004.
- In 2004, 80 motorcyclists, including passengers, were killed in traffic crashes compared to 100 in 2003, a 20% decrease. This figure is also 70% higher than the 47 fatalities which occurred in 1995
- 2,281 motorcyclists were injured on Wisconsin roads in 2004. That represents a 5.3% decrease from the 2,408 injured in 2003 and a 16.2% increase from 1995. An additional 114 non-motorcyclists were injured in crashes involving motorcycles in 2004.
- While cyclists between ages 35 and 54 account for 61.2% of licensed motorcyclists, they accounted for 45.8% of motorcyclists in crashes in 2004. 16-24 year olds account for only 4.9% of the licensed motorcyclists, but account for 20.3% of those in crashes in 2003.
- Since 1995, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2004, 25 cyclists in this group were killed compared to five in 1995. This represents an almost five-fold increase.
- Alcohol and/or speed were the primary contributing factors in 81% of fatal single unit motorcycle crashes in 2004 and in 37% of all single unit crashes.
- There were 292 alcohol-related motorcycle crashes in 2004. Of these, 264 or 90.4% occurred between 4 p.m. and 4 a.m.
- In 2004, only 4% of passenger car/deer crashes and 1% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 83.6% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 17 (21%) of the 80 motorcyclists killed in traffic crashes in 2004.
- Motorcycle helmets were known to have been worn by 36% of all motorcyclists involved in crashes in 2004.
- Almost nine out of 10 motorcycle crashes occurred on dry pavement in 2004.
- Approximately nine 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) motorcyclist loss of control, 2) driving too fast for conditions, 3) driver condition, 4) speeding, 5) inattentive driving.

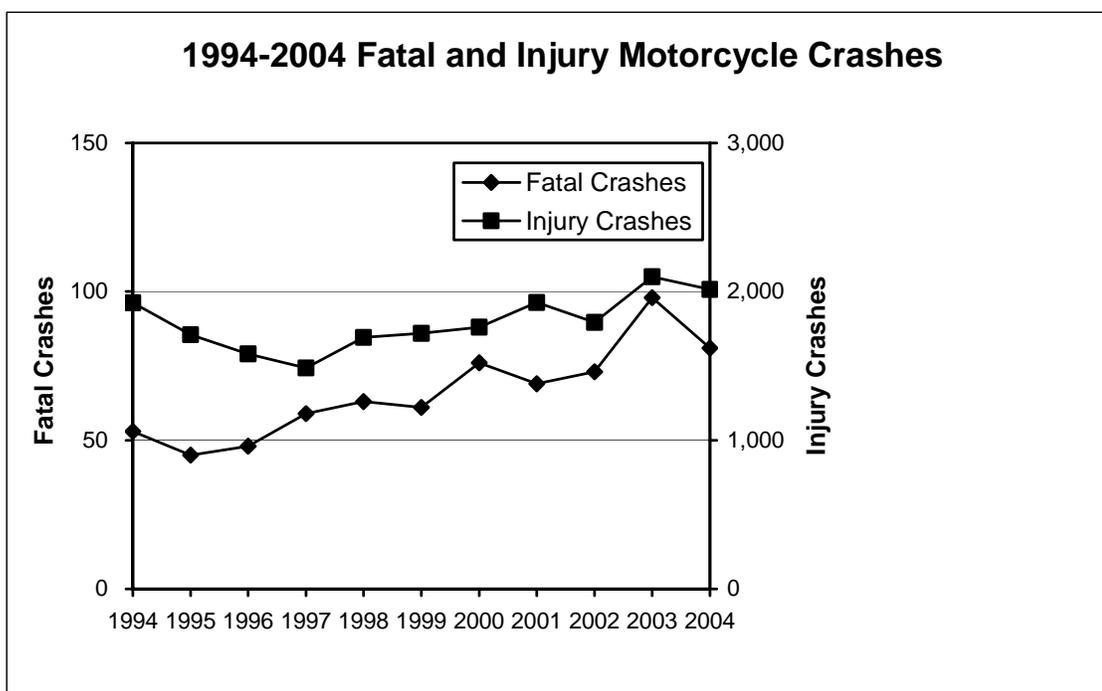
## TABLE OF CONTENTS

|   |    |
|---|----|
| Motorcycle crashes 10-year summary .....  | 1  |
| 1994-2004 Fatal and injury motorcycle crashes .....   | 1  |
| 2004 Drivers with motorcycle endorsements<br>by type, gender, and age .....   | 2  |
| 2004 Drivers with motorcycle endorsements by license<br>type and sex .....  | 2  |
| 1971-2004 Registered cycles and motorcycle rider fatalities .....   | 3  |
| 2000-2004 Motorcycle sales data .....   | 3  |
| 2004 Registered cycles and total crashes by county .....  | 4  |
| 1979-2004 Motorcyclist fatalities and number of operators with<br>Class "M" licenses .....  | 5  |
| 2004 Motorcyclists injured or killed by age and<br>injury severity by gender .....  | 5  |
| 2004 Motorcycle crashes by month and severity, total<br>killed, total injured by urban/rural location .....   | 6  |
| 2000-2004 Fatal motorcycle crashes/motorcyclists killed<br>by county .....  | 7  |
| 2004 Motorcycle crashes by time of day and day<br>of week .....   | 8  |
| 2004 Motorcycle crashes by day of week .....  | 9  |
| 2004 Motorcycle crashes by time of day .....  | 9  |
| 2004 Motorcyclists in crashes by age group .....  | 10 |
| 2004 Single unit motorcycle crashes .....   | 10 |
| 2004 Motorcycle crashes by manner of collision<br>and highway class by urban/rural .....  | 11 |
| 2004 Vehicle possible contributing circumstances in motorcycle<br>crashes by severity and urban/rural location .....                                      | 11 |
| 2004 Fixed objects struck in single unit motorcycle crashes .....   | 12 |
| 2004 Motorcycle crashes in work zones by<br>highway class and crash severity .....  | 12 |
| 2004 Motorcycle crashes by light, weather, and<br>road conditions .....   | 13 |
| 2004 Drinking motorcycle drivers in crashes<br>by county and age .....  | 14 |
| 2004 Alcohol-related crashes by time of day and day<br>of week, motorcyclists only, total injured and killed .....  | 15 |
| 1995-2004 Alcohol concentration (AC) test results<br>of motorcycle driver fatalities .....  | 16 |
| 2004 Alcohol-related motorcycle crashes by highway<br>class and crash severity .....  | 16 |
| 2004 Safety equipment use on motorcycles by injury<br>severity and seat position .....  | 17 |
| 2004 Motorcyclists injured by age and role by<br>safety equipment use .....   | 18 |
| 2004 Motorcyclists killed by age and role by safety<br>equipment use and gender .....   | 19 |
| 2004 Driver possible contributing circumstances by crash<br>severity and urban/rural location for motorcyclists .....                                     | 20 |
| 1982-2004 State Motorcycle Safety Program Funding and Motorcycle<br>Basic Rider Course Graduates (1982-2004) and Moped Crashes (10-Year<br>Summary) ..... | 21 |
| 2004 Fatally injured motorcyclists .....  | 22 |
| Basic Rider Course .....  | 24 |
| Sources for more information .....  | 24 |

## 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 |
|------|-------------------|--------------------|---------------|---------------------------|----------------|-------------------------|---------------|---|--------------------------------|
| 1995 | 168,287           | 47                 | 45            | 20                        | 1,709          | 303                     | 2,057         | 43  | 4                              |
| 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         | 60  | 18                             |

Source: WisDOT/DMV/Accident Database



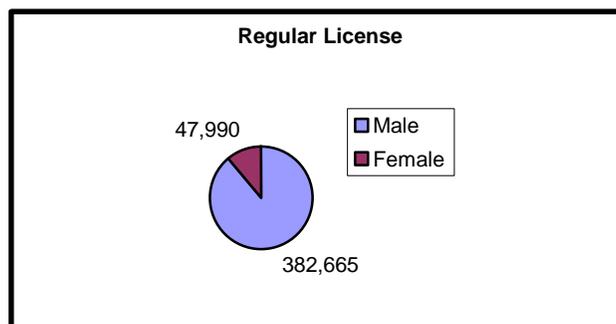
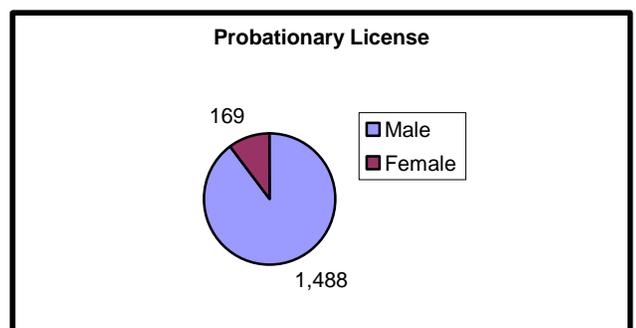
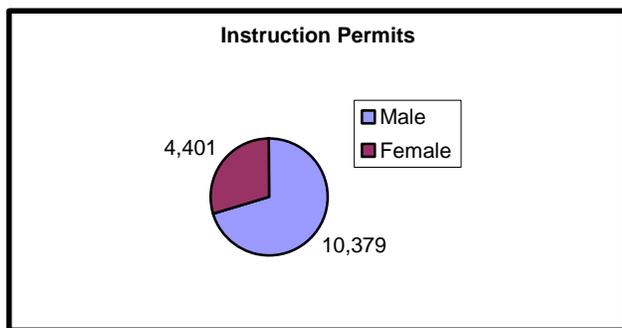
## 2004 Drivers with Motorcycle Endorsements By Type, Gender, and Age

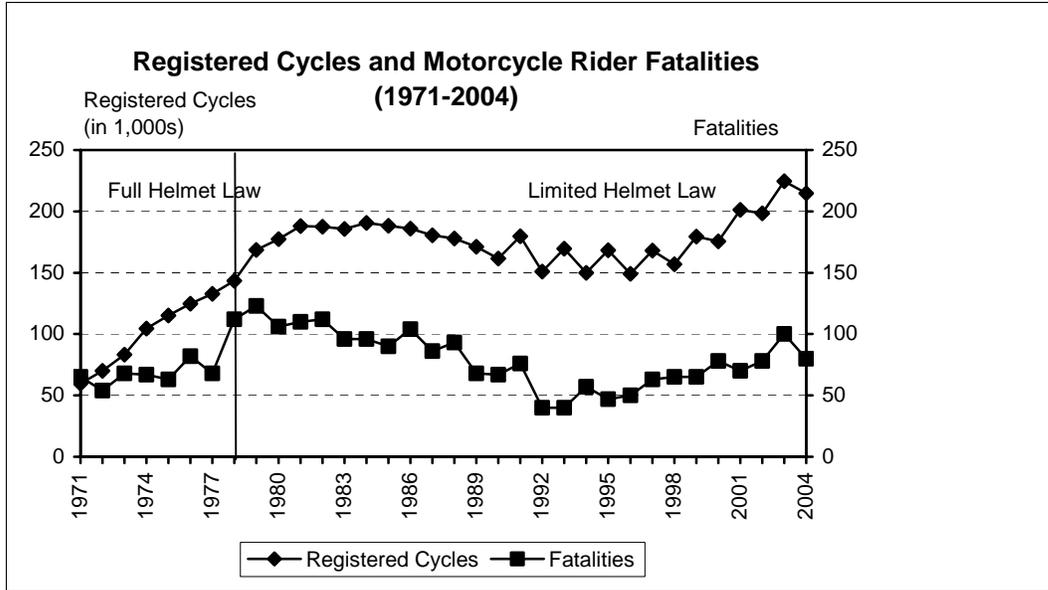
| Motorcycle License - Class M |                     |              |              |            |                |               |                |               |                |
|------------------------------|---------------------|--------------|--------------|------------|----------------|---------------|----------------|---------------|----------------|
| Age                          | Instruction Permits |              | Probationary |            | Regular        |               | Totals         |               | Total          |
|                              | Male                | Female       | Male         | Female     | Male           | Female        | Male           | Female        |                |
| 16                           | 104                 | 12           | 394          | 60         | 0              | 0             | 498            | 72            | 570            |
| 17                           | 354                 | 51           | 599          | 68         | 20             | 0             | 973            | 119           | 1,092          |
| 18                           | 358                 | 49           | 87           | 7          | 811            | 105           | 1,256          | 161           | 1,417          |
| 19                           | 372                 | 59           | 42           | 7          | 1,209          | 152           | 1,623          | 218           | 1,841          |
| 20                           | 392                 | 83           | 35           | 4          | 1,713          | 182           | 2,140          | 269           | 2,409          |
| 21                           | 363                 | 96           | 33           | 8          | 2,147          | 275           | 2,543          | 379           | 2,922          |
| 22                           | 350                 | 112          | 15           | 1          | 2,491          | 353           | 2,856          | 466           | 3,322          |
| 23                           | 358                 | 115          | 21           | 2          | 2,953          | 440           | 3,332          | 557           | 3,889          |
| 24                           | 329                 | 126          | 14           | 0          | 3,418          | 513           | 3,761          | 639           | 4,400          |
| 25-34                        | 2,908               | 1,294        | 131          | 7          | 52,598         | 8,280         | 55,637         | 9,581         | 65,218         |
| 35-44                        | 2,475               | 1,564        | 86           | 3          | 111,436        | 16,033        | 113,997        | 17,600        | 131,597        |
| 45-54                        | 1,437               | 740          | 27           | 2          | 125,108        | 14,501        | 126,572        | 15,243        | 141,815        |
| 55-64                        | 485                 | 95           | 3            | 0          | 56,476         | 5,611         | 56,964         | 5,706         | 62,670         |
| 65-74                        | 92                  | 5            | 1            | 0          | 17,257         | 1,287         | 17,350         | 1,292         | 18,642         |
| 75+                          | 2                   | 0            | 0            | 0          | 5,028          | 258           | 5,030          | 258           | 5,288          |
| <b>TOTAL</b>                 | <b>10,379</b>       | <b>4,401</b> | <b>1,488</b> | <b>169</b> | <b>382,665</b> | <b>47,990</b> | <b>394,532</b> | <b>52,560</b> | <b>447,092</b> |

Note: As of 12/31/04

Source: WisDOT/Bureau of Driver Services

### 2004 Drivers with Motorcycle Endorsements by License Type and Gender





Source: WisDOT/DMV Accident Database

### Motorcycle Sales in Wisconsin (TOTAL)

| YEAR | NEW CYCLES | USED CYCLES DEALER | USED CYCLES PRIVATE | TOTAL CYCLE SALES |
|------|------------|--------------------|---------------------|-------------------|
| 2000 | 13,884     | 7,449              | 28,673              | 50,006            |
| 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            |

### Motorcycle Sales in Wisconsin (USED)

| YEAR | DEALER | PRIVATE | PERCENT DEALER | PERCENT PRIVATE |
|------|--------|---------|----------------|-----------------|
| 2000 | 7,449  | 28,673  | 20.6%          | 79.4%           |
| 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%           |

### Motorcycle Sales (NEW VS. USED)

| YEAR | NEW CYCLES | USED CYCLES | PERCENT |       |
|------|------------|-------------|---------|-------|
|      |            |             | NEW     | USED  |
| 2000 | 13,844     | 36,122      | 27.7%   | 72.2% |
| 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     | 29,445      | 36.7%   | 63.3% |

Source: WisDOT/DMV/Bureau of Vehicle Services

### Motorcycle Sales (DEALER VS. PRIVATE)

| YEAR | DEALER | PRIVATE | PERCENT |         |
|------|--------|---------|---------|---------|
|      |        |         | DEALER  | PRIVATE |
| 1999 | 19,120 | 25,460  | 42.9%   | 57.1%   |
| 2000 | 21,333 | 28,673  | 42.7%   | 57.3%   |
| 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%   |

## 2004 Registered Cycles and Total Crashes by County

| County         | 2004 Estimated Population | Registered Cycles | Cycles per 1000 Residents | Total Cycle Crashes | Crashes per 100 Registered | Total Vehicle Crashes | % Cycle Crashes |
|----------------|---------------------------|-------------------|---------------------------|---------------------|----------------------------|-----------------------|-----------------|
| Adams          | 20,707                    | 1,035             | 49.98                     | 13                  | 1.26                       | 522                   | 2.49%           |
| Ashland        | 16,969                    | 582               | 34.30                     | 4                   | 0.69                       | 263                   | 1.52%           |
| Barron         | 46,540                    | 1,986             | 42.67                     | 13                  | 0.65                       | 956                   | 1.36%           |
| Bayfield       | 15,575                    | 853               | 54.77                     | 8                   | 0.94                       | 342                   | 2.34%           |
| Brown          | 237,841                   | 9,073             | 38.15                     | 79                  | 0.87                       | 4,441                 | 1.78%           |
| Buffalo        | 14,033                    | 800               | 57.01                     | 14                  | 1.75                       | 312                   | 4.49%           |
| Burnett        | 16,398                    | 752               | 45.86                     | 7                   | 0.93                       | 294                   | 2.38%           |
| Calumet        | 44,361                    | 1,819             | 41.00                     | 11                  | 0.60                       | 741                   | 1.48%           |
| Chippewa       | 59,466                    | 2,621             | 44.08                     | 32                  | 1.22                       | 1,312                 | 2.44%           |
| Clark          | 34,373                    | 1,403             | 40.82                     | 8                   | 0.57                       | 590                   | 1.36%           |
| Columbia       | 54,596                    | 2,513             | 46.03                     | 39                  | 1.55                       | 1,825                 | 2.14%           |
| Crawford       | 17,501                    | 651               | 37.20                     | 12                  | 1.84                       | 408                   | 2.94%           |
| Dane           | 450,730                   | 13,971            | 31.00                     | 156                 | 1.12                       | 10,196                | 1.53%           |
| Dodge          | 88,285                    | 3,929             | 44.50                     | 28                  | 0.71                       | 1,781                 | 1.57%           |
| Door           | 29,114                    | 1,826             | 62.72                     | 13                  | 0.71                       | 885                   | 1.47%           |
| Douglas        | 43,708                    | 1,627             | 37.22                     | 8                   | 0.49                       | 959                   | 0.83%           |
| Dunn           | 41,737                    | 1,824             | 43.70                     | 17                  | 0.93                       | 1,189                 | 1.43%           |
| Eau Claire     | 96,214                    | 3,317             | 34.48                     | 31                  | 0.93                       | 2,515                 | 1.23%           |
| Florence       | 5,214                     | 257               | 49.29                     | 3                   | 1.17                       | 173                   | 1.73%           |
| Fond du Lac    | 99,608                    | 4,299             | 43.16                     | 63                  | 1.47                       | 2,592                 | 2.43%           |
| Forest         | 10,198                    | 457               | 44.81                     | 0                   | 0.00                       | 249                   | 0.00%           |
| Grant          | 50,552                    | 2,178             | 43.08                     | 29                  | 1.33                       | 1,199                 | 2.42%           |
| Green          | 35,163                    | 1,826             | 51.93                     | 22                  | 1.20                       | 879                   | 2.50%           |
| Green Lake     | 19,344                    | 819               | 42.34                     | 11                  | 1.34                       | 651                   | 1.69%           |
| Iowa           | 23,639                    | 988               | 41.80                     | 22                  | 2.23                       | 553                   | 3.98%           |
| Iron           | 6,948                     | 347               | 49.94                     | 4                   | 1.15                       | 98                    | 4.08%           |
| Jackson        | 19,677                    | 1,004             | 51.02                     | 13                  | 1.29                       | 779                   | 1.67%           |
| Jefferson      | 78,342                    | 3,614             | 46.13                     | 37                  | 1.02                       | 1,771                 | 2.09%           |
| Juneau         | 25,470                    | 1,327             | 52.10                     | 18                  | 1.36                       | 815                   | 2.21%           |
| Kenosha        | 156,082                   | 6,971             | 44.66                     | 93                  | 1.33                       | 3,797                 | 2.45%           |
| Kewaunee       | 20,860                    | 1,168             | 55.99                     | 2                   | 0.17                       | 222                   | 0.90%           |
| La Crosse      | 109,616                   | 3,832             | 34.96                     | 47                  | 1.23                       | 2,710                 | 1.73%           |
| Lafayette      | 16,311                    | 649               | 39.79                     | 14                  | 2.16                       | 519                   | 2.70%           |
| Langlade       | 21,227                    | 866               | 40.80                     | 4                   | 0.46                       | 332                   | 1.20%           |
| Lincoln        | 30,271                    | 1,377             | 45.49                     | 24                  | 1.74                       | 909                   | 2.64%           |
| Manitowoc      | 84,264                    | 4,780             | 56.73                     | 40                  | 0.84                       | 1,872                 | 2.14%           |
| Marathon       | 129,962                   | 5,428             | 41.77                     | 49                  | 0.90                       | 3,216                 | 1.52%           |
| Marinette      | 44,204                    | 2,044             | 46.24                     | 23                  | 1.13                       | 948                   | 2.43%           |
| Marquette      | 15,051                    | 764               | 50.76                     | 6                   | 0.79                       | 417                   | 1.44%           |
| Menominee      | 4,616                     | 27                | 5.85                      | 2                   | 7.41                       | 25                    | 8.00%           |
| Milwaukee      | 939,358                   | 22,779            | 24.25                     | 311                 | 1.37                       | 22,431                | 1.39%           |
| Monroe         | 42,626                    | 2,090             | 49.03                     | 19                  | 0.91                       | 1,293                 | 1.47%           |
| Oconto         | 37,679                    | 2,228             | 59.13                     | 14                  | 0.63                       | 653                   | 2.14%           |
| Oneida         | 37,726                    | 1,961             | 51.98                     | 17                  | 0.87                       | 979                   | 1.74%           |
| Outagamie      | 168,840                   | 7,247             | 42.92                     | 65                  | 0.90                       | 3,673                 | 1.77%           |
| Ozaukee        | 85,160                    | 3,724             | 43.73                     | 25                  | 0.67                       | 1,397                 | 1.79%           |
| Pepin          | 7,568                     | 380               | 50.21                     | 8                   | 2.11                       | 145                   | 5.52%           |
| Pierce         | 38,615                    | 1,847             | 47.83                     | 14                  | 0.76                       | 540                   | 2.59%           |
| Polk           | 43,870                    | 2,125             | 48.44                     | 14                  | 0.66                       | 706                   | 1.98%           |
| Portage        | 68,935                    | 2,502             | 36.30                     | 27                  | 1.08                       | 1,829                 | 1.48%           |
| Price          | 15,954                    | 775               | 48.58                     | 4                   | 0.52                       | 244                   | 1.64%           |
| Racine         | 191,853                   | 8,081             | 42.12                     | 104                 | 1.29                       | 4,385                 | 2.37%           |
| Richland       | 18,098                    | 812               | 44.87                     | 9                   | 1.11                       | 573                   | 1.57%           |
| Rock           | 155,536                   | 6,518             | 41.91                     | 78                  | 1.20                       | 3,604                 | 2.16%           |
| Rusk           | 15,512                    | 591               | 38.10                     | 11                  | 1.86                       | 271                   | 4.06%           |
| Sauk           | 72,522                    | 2,912             | 40.15                     | 56                  | 1.45                       | 2,099                 | 2.67%           |
| Sawyer         | 58,595                    | 573               | 9.78                      | 5                   | 0.17                       | 342                   | 1.46%           |
| Shawano        | 17,027                    | 1,600             | 93.97                     | 19                  | 3.32                       | 1,630                 | 1.17%           |
| Sheboygan      | 41,944                    | 5,317             | 126.76                    | 54                  | 3.38                       | 2,709                 | 1.99%           |
| St. Croix      | 115,447                   | 3,866             | 33.49                     | 36                  | 0.68                       | 2,006                 | 1.79%           |
| Taylor         | 19,872                    | 909               | 45.74                     | 10                  | 1.10                       | 503                   | 1.99%           |
| Trempealeau    | 27,765                    | 1,261             | 45.42                     | 12                  | 0.95                       | 523                   | 2.29%           |
| Vernon         | 28,928                    | 1,137             | 39.30                     | 24                  | 2.11                       | 804                   | 2.99%           |
| Vilas          | 21,966                    | 1,097             | 49.94                     | 21                  | 1.91                       | 597                   | 3.52%           |
| Walworth       | 97,052                    | 4,880             | 50.28                     | 67                  | 1.37                       | 1,862                 | 3.60%           |
| Washburn       | 16,762                    | 719               | 42.89                     | 12                  | 1.67                       | 415                   | 2.89%           |
| Washington     | 123,587                   | 6,781             | 54.87                     | 65                  | 0.96                       | 2,607                 | 2.49%           |
| Waukesha       | 373,339                   | 17,838            | 47.78                     | 169                 | 0.95                       | 7,534                 | 2.24%           |
| Waupaca        | 53,148                    | 2,141             | 40.28                     | 30                  | 1.40                       | 1,677                 | 1.79%           |
| Waushara       | 24,806                    | 1,052             | 42.41                     | 11                  | 1.05                       | 889                   | 1.24%           |
| Winnebago      | 161,863                   | 5,944             | 36.72                     | 59                  | 0.99                       | 3,794                 | 1.56%           |
| Wood           | 76,235                    | 3,985             | 52.27                     | 34                  | 0.85                       | 1,337                 | 2.54%           |
| Wisconsin 2004 | 5,532,955                 | 221,276           | 39.99                     | 2,423               | 1.10                       | 128,308               | 1.89%           |
| US 2003        | 290,788,976               | 5,370,035         | 18.47                     | 81,751              | 1.52                       | 6,328,000             | 1.29%           |

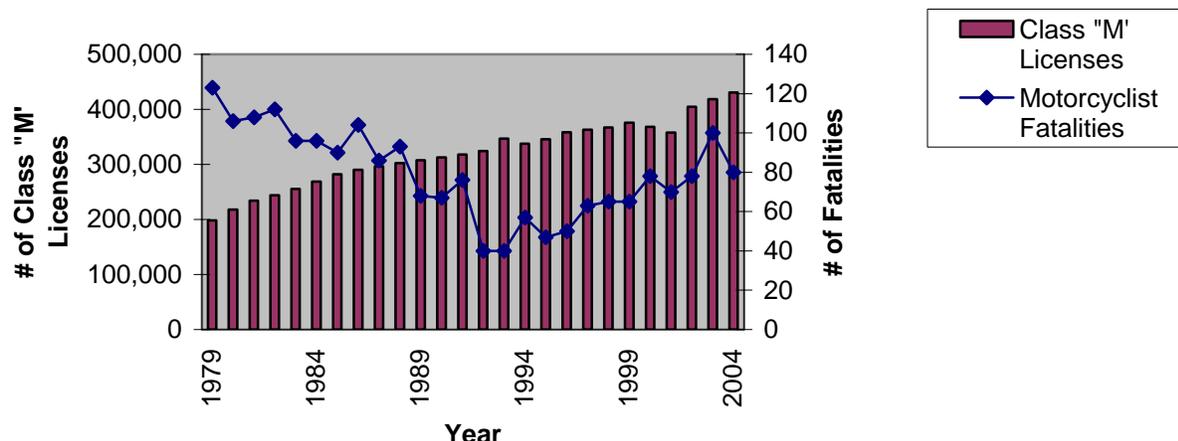
Based on 2004 Population Estimates and 2004 Registration Data.

Source: WisDOT/DMV/Accident Database

State of Wisconsin Department of Administration

US Data are 2003 estimates from the U.S. Bureau of the Census and NHTSA

### Motorcyclist Fatalities and Number of Operators with Class "M" License (1979-2004)



Source: WisDOT/DMV/Accident Database. WisDOT/Bureau of Driver Services.  
 Note: Class "M" license includes both regular and probationary licenses.

### 2004- Motorcyclists Injured or Killed By Age and Injury Severity by Gender

| Age          | Severity of Injury by Gender |           |          |           |                |            |          |            |                   |            |          |              | Total Injured or Killed |            |          |            |            |              |          |              |
|--------------|------------------------------|-----------|----------|-----------|----------------|------------|----------|------------|-------------------|------------|----------|--------------|-------------------------|------------|----------|------------|------------|--------------|----------|--------------|
|              | Killed                       |           |          |           | Incapacitating |            |          |            | Nonincapacitating |            |          |              | Possible                |            |          |            | F          | M            | U        | Total        |
|              | F                            | M         | U        | Total     | F              | M          | U        | Total      | F                 | M          | U        | Total        | F                       | M          | U        | Total      | F          | M            | U        | Total        |
| Unknown      | 0                            | 0         | 0        | 0         | 2              | 0          | 0        | 2          | 2                 | 1          | 1        | 4            | 1                       | 2          | 3        | 6          | 5          | 3            | 4        | 12           |
| Under 10     | 0                            | 0         | 0        | 0         | 0              | 0          | 0        | 0          | 2                 | 1          | 0        | 3            | 2                       | 0          | 0        | 2          | 4          | 1            | 0        | 5            |
| 10-14        | 0                            | 0         | 0        | 0         | 0              | 2          | 0        | 2          | 2                 | 8          | 0        | 10           | 3                       | 0          | 0        | 3          | 5          | 10           | 0        | 15           |
| 15           | 0                            | 0         | 0        | 0         | 0              | 3          | 0        | 3          | 1                 | 0          | 0        | 1            | 1                       | 1          | 0        | 2          | 2          | 4            | 0        | 6            |
| 16           | 0                            | 0         | 0        | 0         | 2              | 0          | 0        | 2          | 2                 | 6          | 0        | 8            | 0                       | 2          | 0        | 2          | 4          | 8            | 0        | 12           |
| 17           | 0                            | 1         | 0        | 1         | 0              | 2          | 0        | 2          | 2                 | 9          | 0        | 11           | 0                       | 2          | 0        | 2          | 2          | 14           | 0        | 16           |
| 18           | 0                            | 0         | 0        | 0         | 2              | 6          | 0        | 8          | 2                 | 30         | 0        | 32           | 2                       | 7          | 0        | 9          | 6          | 43           | 0        | 49           |
| 19           | 0                            | 3         | 0        | 3         | 3              | 13         | 0        | 16         | 6                 | 29         | 0        | 35           | 3                       | 14         | 0        | 17         | 12         | 59           | 0        | 71           |
| 20           | 0                            | 0         | 0        | 0         | 1              | 7          | 0        | 8          | 4                 | 35         | 0        | 39           | 0                       | 19         | 0        | 19         | 5          | 61           | 0        | 66           |
| 21           | 0                            | 1         | 0        | 1         | 1              | 9          | 0        | 10         | 0                 | 26         | 0        | 26           | 2                       | 12         | 0        | 14         | 3          | 48           | 0        | 51           |
| 22           | 0                            | 1         | 0        | 1         | 3              | 20         | 0        | 23         | 4                 | 33         | 0        | 37           | 1                       | 20         | 0        | 21         | 8          | 74           | 0        | 82           |
| 23           | 0                            | 3         | 0        | 3         | 1              | 11         | 0        | 12         | 12                | 31         | 0        | 43           | 1                       | 9          | 0        | 10         | 14         | 54           | 0        | 68           |
| 24           | 0                            | 3         | 0        | 3         | 1              | 11         | 0        | 12         | 4                 | 24         | 0        | 28           | 3                       | 9          | 0        | 12         | 8          | 47           | 0        | 55           |
| 25-34        | 1                            | 22        | 0        | 23        | 24             | 114        | 0        | 138        | 33                | 190        | 0        | 223          | 21                      | 83         | 0        | 104        | 79         | 409          | 0        | 488          |
| 35-44        | 1                            | 19        | 0        | 20        | 51             | 145        | 0        | 196        | 46                | 204        | 0        | 250          | 33                      | 92         | 0        | 125        | 131        | 460          | 0        | 591          |
| 45-54        | 0                            | 11        | 0        | 11        | 39             | 128        | 0        | 167        | 46                | 174        | 0        | 220          | 27                      | 89         | 0        | 116        | 112        | 402          | 0        | 514          |
| 55-64        | 2                            | 7         | 0        | 9         | 13             | 56         | 0        | 69         | 14                | 90         | 0        | 104          | 6                       | 31         | 0        | 37         | 35         | 184          | 0        | 219          |
| 65-74        | 0                            | 5         | 0        | 5         | 2              | 10         | 0        | 12         | 2                 | 14         | 0        | 16           | 0                       | 3          | 0        | 3          | 4          | 32           | 0        | 36           |
| 75-84        | 0                            | 0         | 0        | 0         | 0              | 1          | 0        | 1          | 0                 | 2          | 0        | 2            | 0                       | 2          | 0        | 2          | 0          | 5            | 0        | 5            |
| 85 and over  | 0                            | 0         | 0        | 0         | 0              | 0          | 0        | 0          | 0                 | 0          | 0        | 0            | 0                       | 0          | 0        | 0          | 0          | 0            | 0        | 0            |
| <b>TOTAL</b> | <b>4</b>                     | <b>76</b> | <b>0</b> | <b>80</b> | <b>145</b>     | <b>538</b> | <b>0</b> | <b>683</b> | <b>184</b>        | <b>907</b> | <b>1</b> | <b>1,092</b> | <b>106</b>              | <b>397</b> | <b>3</b> | <b>506</b> | <b>439</b> | <b>1,918</b> | <b>4</b> | <b>2,361</b> |

F = Female      M = Male      U=Unknown  
 "Motorcyclist" includes motorcycle drivers and passengers.  
 Source: WisDOT/DMV/Accident Database

## 2004 Motorcycle Crashes By Month and Severity, Total Killed, Total Injured by Urban/Rural Location

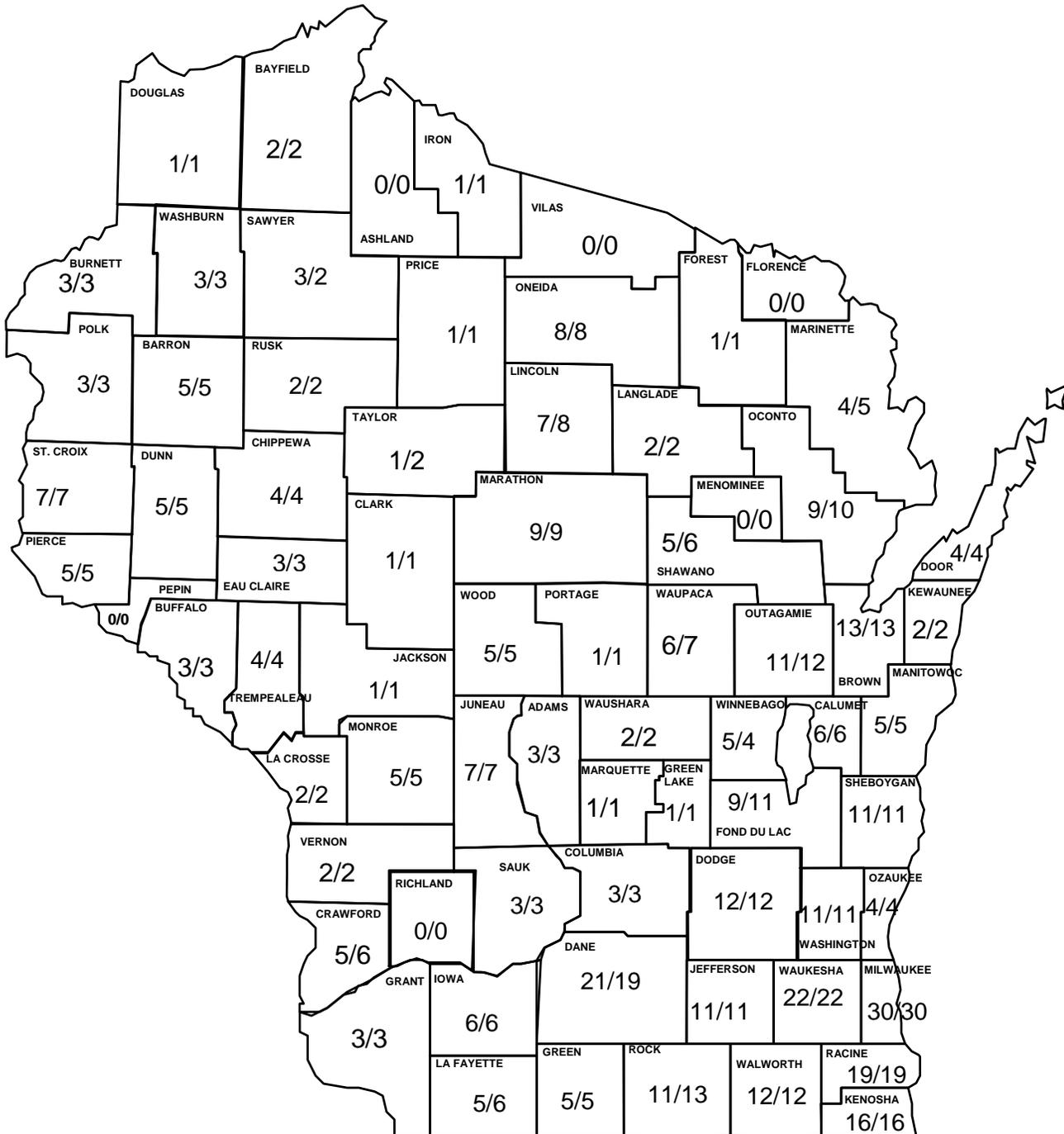
| Month        | Fatal Crashes |           |           | Personal Injury Crashes |            |              | Property Damage Crashes |            |            | Total Crashes |              |              | Total Persons Killed |           |           | Total Persons Injured |              |              |
|--------------|---------------|-----------|-----------|-------------------------|------------|--------------|-------------------------|------------|------------|---------------|--------------|--------------|----------------------|-----------|-----------|-----------------------|--------------|--------------|
|              | Rur           | Urb       | Tot       | Rur                     | Urb        | Tot          | Rur                     | Urb        | Tot        | Rur           | Urb          | Tot          | Rur                  | Urb       | Tot       | Rur                   | Urb          | Tot          |
| Jan          | 0             | 0         | 0         | 0                       | 2          | 2            | 0                       | 0          | 0          | 0             | 2            | 2            | 0                    | 0         | 0         | 0                     | 2            | 2            |
| Feb          | 0             | 0         | 0         | 4                       | 10         | 14           | 0                       | 0          | 0          | 4             | 10           | 14           | 0                    | 0         | 0         | 4                     | 11           | 15           |
| Mar          | 1             | 0         | 1         | 11                      | 22         | 33           | 1                       | 1          | 2          | 13            | 23           | 36           | 1                    | 0         | 1         | 11                    | 25           | 36           |
| Apr          | 7             | 0         | 7         | 82                      | 72         | 154          | 6                       | 19         | 25         | 95            | 91           | 186          | 7                    | 0         | 7         | 110                   | 83           | 193          |
| May          | 4             | 2         | 6         | 100                     | 101        | 201          | 14                      | 20         | 34         | 118           | 123          | 241          | 4                    | 2         | 6         | 119                   | 120          | 239          |
| Jun          | 9             | 4         | 13        | 210                     | 151        | 361          | 33                      | 24         | 57         | 252           | 179          | 431          | 9                    | 4         | 13        | 251                   | 166          | 417          |
| Jul          | 15            | 4         | 19        | 233                     | 180        | 413          | 38                      | 33         | 71         | 286           | 217          | 503          | 15                   | 4         | 19        | 298                   | 218          | 516          |
| Aug          | 9             | 6         | 15        | 186                     | 130        | 316          | 30                      | 17         | 47         | 225           | 153          | 378          | 9                    | 6         | 15        | 221                   | 155          | 376          |
| Sep          | 14            | 2         | 16        | 211                     | 146        | 357          | 23                      | 30         | 53         | 248           | 178          | 426          | 14                   | 2         | 16        | 253                   | 161          | 414          |
| Oct          | 2             | 0         | 2         | 71                      | 49         | 120          | 15                      | 10         | 25         | 88            | 59           | 147          | 2                    | 0         | 2         | 85                    | 58           | 143          |
| Nov          | 0             | 1         | 1         | 18                      | 17         | 35           | 4                       | 8          | 12         | 22            | 26           | 48           | 0                    | 1         | 1         | 18                    | 17           | 35           |
| Dec          | 0             | 1         | 1         | 3                       | 6          | 9            | 0                       | 1          | 1          | 3             | 8            | 11           | 0                    | 1         | 1         | 3                     | 6            | 9            |
| <b>TOTAL</b> | <b>61</b>     | <b>20</b> | <b>81</b> | <b>1,129</b>            | <b>886</b> | <b>2,015</b> | <b>164</b>              | <b>163</b> | <b>327</b> | <b>1,354</b>  | <b>1,069</b> | <b>2,423</b> | <b>61</b>            | <b>20</b> | <b>81</b> | <b>1,373</b>          | <b>1,022</b> | <b>2,395</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: Total killed and total injured include everyone killed or injured in crashes involving motorcycles, not limited to motorcyclist.

# 2000-2004 Fatal Motorcycle Crashes/Motorcyclists Killed by County

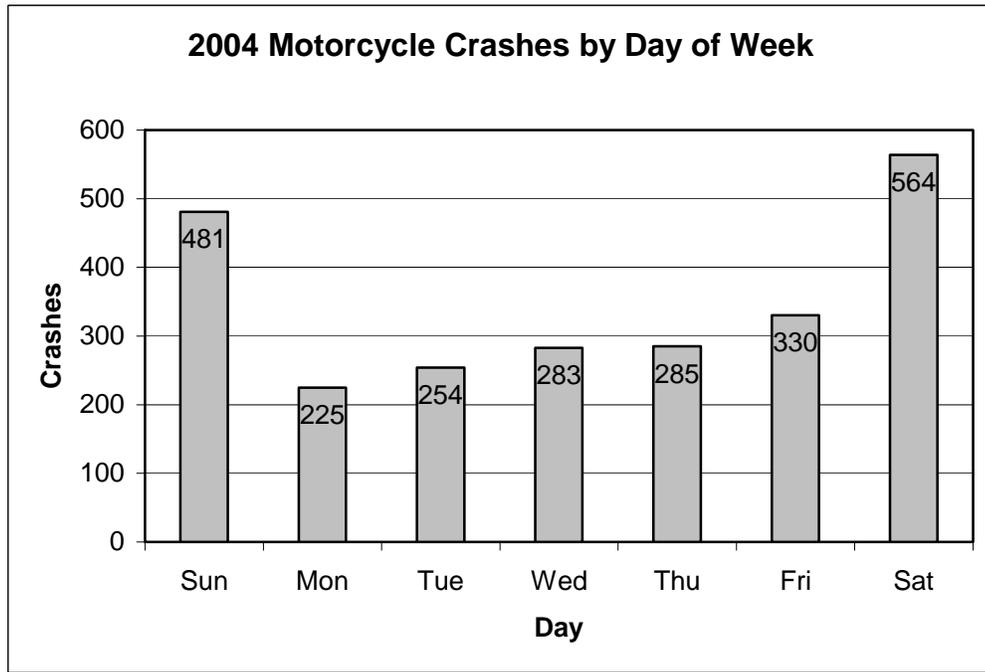


Note: Numbers represent five-year totals of fatal motorcycle crashes/motorcyclists killed. Fatal crash numbers may also include crashes involving non-motorcyclists.

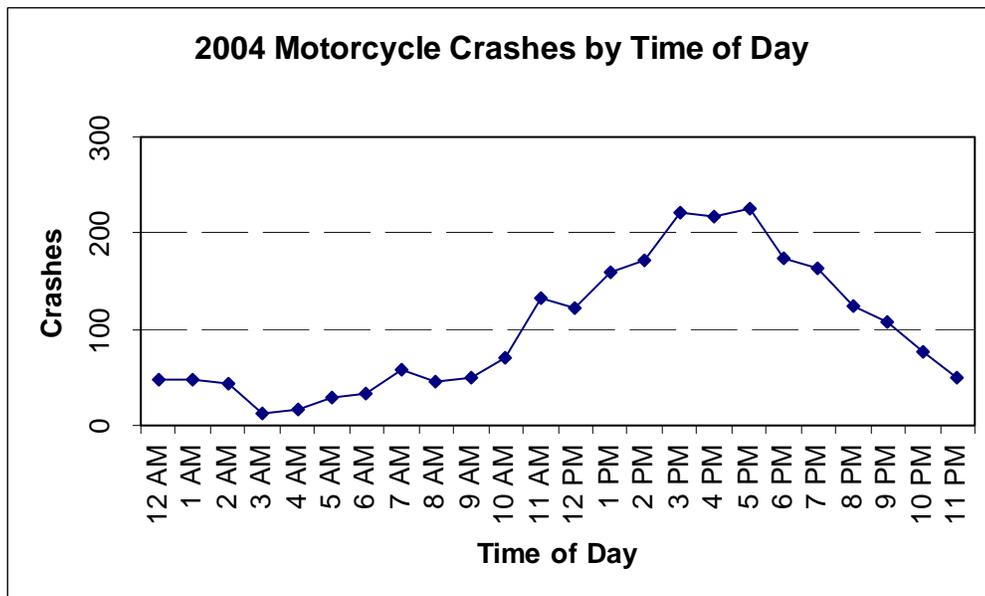
**2004 Motorcycle Crashes  
by Time of Day and Day of Week**

| Time of Day       | Day of Week |            |            |            |            |            |            | TOTAL        |
|-------------------|-------------|------------|------------|------------|------------|------------|------------|--------------|
|                   | Sunday      | Monday     | Tuesday    | Wednesday  | Thursday   | Friday     | Saturday   |              |
| 12-1 AM           | 8           | 1          | 6          | 5          | 8          | 8          | 12         | 48           |
| 1-2 AM            | 16          | 8          | 3          | 2          | 4          | 6          | 9          | 48           |
| 2-3 AM            | 14          | 3          | 2          | 3          | 5          | 5          | 11         | 43           |
| 3-4 AM            | 4           | 0          | 1          | 2          | 0          | 3          | 3          | 13           |
| 4-5 AM            | 3           | 2          | 1          | 2          | 3          | 3          | 2          | 16           |
| 5-6 AM            | 2           | 3          | 8          | 4          | 5          | 2          | 4          | 28           |
| 6-7 AM            | 2           | 1          | 8          | 6          | 5          | 9          | 3          | 34           |
| 7-8 AM            | 2           | 6          | 12         | 10         | 13         | 9          | 6          | 58           |
| 8-9 AM            | 7           | 3          | 7          | 6          | 5          | 4          | 13         | 45           |
| 9-10 AM           | 8           | 3          | 6          | 7          | 5          | 8          | 12         | 49           |
| 10-11 AM          | 18          | 5          | 3          | 6          | 7          | 9          | 22         | 70           |
| 11 - Noon         | 30          | 12         | 14         | 13         | 9          | 15         | 39         | 142          |
| 12-1 PM           | 1           | 0          | 3          | 0          | 0          | 1          | 5          | 10           |
| 1-2 PM            | 25          | 5          | 8          | 15         | 19         | 10         | 30         | 112          |
| 2-3 PM            | 37          | 9          | 18         | 24         | 20         | 18         | 46         | 172          |
| 3-4 PM            | 53          | 24         | 15         | 25         | 22         | 37         | 46         | 222          |
| 4-5 PM            | 42          | 27         | 22         | 27         | 24         | 28         | 48         | 218          |
| 5-6 PM            | 40          | 22         | 23         | 25         | 32         | 30         | 54         | 226          |
| 6-7 PM            | 35          | 11         | 21         | 24         | 20         | 23         | 40         | 174          |
| 7-8 PM            | 34          | 18         | 16         | 19         | 23         | 23         | 30         | 163          |
| 8-9 PM            | 21          | 14         | 22         | 22         | 8          | 14         | 24         | 125          |
| 9-10 PM           | 21          | 15         | 9          | 10         | 13         | 17         | 22         | 107          |
| 10-11 PM          | 13          | 3          | 5          | 9          | 14         | 17         | 16         | 77           |
| 11 - Midnight     | 4           | 2          | 5          | 6          | 9          | 8          | 16         | 50           |
| Unknown           | 5           | 2          | 1          | 1          | 4          | 3          | 7          | 23           |
| <b>TOTAL</b>      | <b>481</b>  | <b>225</b> | <b>254</b> | <b>283</b> | <b>285</b> | <b>330</b> | <b>565</b> | <b>2,423</b> |
| <b>Percentage</b> | <b>20%</b>  | <b>9%</b>  | <b>10%</b> | <b>12%</b> | <b>12%</b> | <b>14%</b> | <b>23%</b> | <b>100%</b>  |

Source: WisDOT/DMV/Accident Database



Source: WisDOT/DMV Accident Database



Source: WisDOT/DMV Accident Database

## 2004 Motorcycle Drivers in Crashes by Age Group

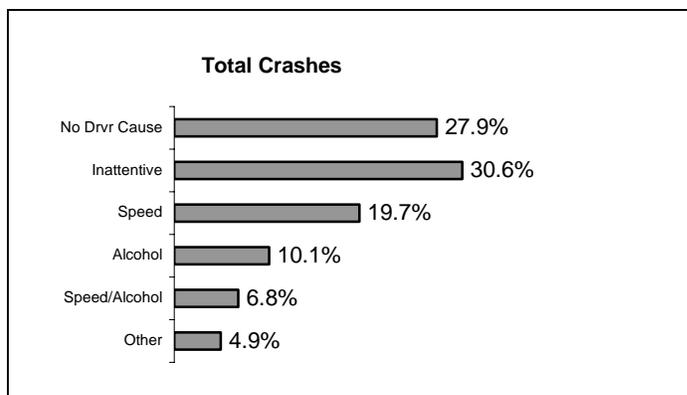
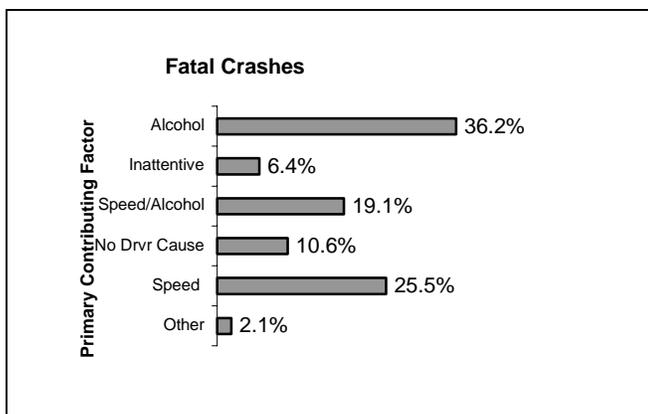
| Age           | Cyclists with an Instr. Permit or Endorsement | Percent of Licensed Cyclists | Percent of Cyclists in Age Group Involved In Crashes | Number of Cyclists in Age Group In Crashes | Percent of Total Cyclists in Crashes | Cyclists in Fatal Crashes | Cyclists in Injury Crashes | Cyclists in Property Damage Crashes |
|---------------|---|------------------------------|--|--|--------------------------------------|---------------------------|----------------------------|-------------------------------------|
| 14 & under    | 0   | N/A                          | N/A  | 3  | 0.12                                 | 0                         | 3                          | 0                                   |
| 15            | 0   | N/A                          | N/A  | 4  | 0.16                                 | 0                         | 4                          | 0                                   |
| 16            | 570   | 0.13                         | 1.40   | 8  | 0.32                                 | 0                         | 8                          | 0                                   |
| 17            | 1,092   | 0.24                         | 1.37   | 15   | 0.60                                 | 1                         | 12                         | 2                                   |
| 18            | 1,417   | 0.32                         | 3.67   | 52   | 2.09                                 | 0                         | 44                         | 8                                   |
| 19            | 1,841   | 0.41                         | 4.13   | 76   | 3.05                                 | 3                         | 62                         | 11                                  |
| 20            | 2,409   | 0.54                         | 3.15   | 76   | 3.05                                 | 1                         | 67                         | 8                                   |
| 21            | 2,922   | 0.65                         | 2.33   | 68   | 2.73                                 | 1                         | 53                         | 14                                  |
| 22            | 3,322   | 0.74                         | 2.50   | 83   | 3.33                                 | 1                         | 75                         | 7                                   |
| 23            | 3,889   | 0.87                         | 1.75   | 68   | 2.73                                 | 3                         | 58                         | 7                                   |
| 24            | 4,400   | 0.98                         | 1.34   | 59   | 2.37                                 | 3                         | 50                         | 6                                   |
| 25-34         | 65,218  | 14.59                        | 0.81   | 526  | 21.11                                | 23                        | 431                        | 72                                  |
| 35-44         | 131,597                                       | 29.43                        | 0.46   | 602  | 24.16                                | 20                        | 521                        | 61                                  |
| 45-54         | 141,815                                       | 31.72                        | 0.38   | 539  | 21.63                                | 12                        | 455                        | 72                                  |
| 55-64         | 62,670  | 14.02                        | 0.36   | 228  | 9.15                                 | 10                        | 193                        | 25                                  |
| 65-74         | 18,642  | 4.17                         | 0.19   | 35   | 1.40                                 | 5                         | 28                         | 2                                   |
| 75 and over   | 5,288   | 1.18                         | 0.11   | 6  | 0.24                                 | 0                         | 5                          | 1                                   |
| Unknown       | 0   | 0.00                         | N/A  | 44   | 1.77                                 | 1                         | 8                          | 35                                  |
| <b>TOTALS</b> | <b>447,092</b>                                | <b>100.00%</b>               | <b>N/A</b>   | <b>2,492</b>                               | <b>100.00%</b>                       | <b>84</b>                 | <b>2,077</b>               | <b>331</b>                          |

N/A= Not Applicable

Note: This table represents drivers only.

Source: WisDOT/DMV/Accident Database

### 2004 Single Unit Motorcycle Crashes Primary Contributing Factor



## 2004 - Motorcycle Crashes by Manner of Collision and Highway Class by Urban/Rural

| Manner<br>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*          | 321               | 302        | 623          | 354            | 354        | 322           | 111        | 433        | 20                | 33        | 53        | 1,017        | 446          | 1,463        |
| Angle                  | 41                | 240        | 281          | 29             | 29         | 59            | 65         | 124        | 2                 | 4         | 6         | 131          | 309          | 440          |
| Rear End               | 17                | 104        | 121          | 21             | 21         | 72            | 57         | 129        | 5                 | 17        | 22        | 115          | 178          | 293          |
| Side swipe/same dir.   | 8                 | 62         | 70           | 10             | 10         | 22            | 24         | 46         | 1                 | 4         | 5         | 41           | 90           | 131          |
| Head On                | 4                 | 14         | 18           | 9              | 9          | 1             | 10         | 11         | 0                 | 0         | 0         | 22           | 15           | 37           |
| Side swipe opposite    | 8                 | 15         | 23           | 8              | 8          | 8             | 3          | 11         | 0                 | 0         | 0         | 24           | 18           | 42           |
| Rear to Rear           | 0                 | 2          | 2            | 0              | 0          | 0             | 1          | 1          | 0                 | 1         | 1         | 0            | 4            | 4            |
| Unknown                | 0                 | 2          | 2            | 1              | 1          | 0             | 0          | 0          | 0                 | 0         | 0         | 1            | 2            | 3            |
| <b>TOTAL</b>           | <b>399</b>        | <b>741</b> | <b>1,140</b> | <b>432</b>     | <b>432</b> | <b>484</b>    | <b>271</b> | <b>755</b> | <b>28</b>         | <b>59</b> | <b>87</b> | <b>1,351</b> | <b>1,062</b> | <b>2,413</b> |

\* No collision with another moving vehicle: i.e, colliding with a fixed object, a stationary vehicle, or without collision.

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.

Source: WisDOT/DMV/Accident Database

## 2004 Vehicle Possible Contributing Circumstances in Motorcycle Crashes by Severity and Urban/Rural Location

| Vehicle PCC's<br>for Motorcycles | Crash Severity |          |          |           |           |            |                 |          |           | Total Vehicle PCC's |           |            |
|----------------------------------|----------------|----------|----------|-----------|-----------|------------|-----------------|----------|-----------|---------------------|-----------|------------|
|                                  | Fatal          |          |          | Injury    |           |            | Property Damage |          |           |                     |           |            |
|                                  | Rural          | Urban    | Total    | Rural     | Urban     | Total      | Rural           | Urban    | Total     | Rural               | Urban     | Total      |
| Turn Signals                     | 0              | 0        | 0        | 1         | 1         | 2          | 0               | 0        | 0         | 1                   | 1         | 2          |
| Tires                            | 0              | 0        | 0        | 25        | 10        | 35         | 4               | 0        | 4         | 29                  | 10        | 39         |
| Brakes                           | 1              | 0        | 1        | 10        | 9         | 19         | 3               | 0        | 3         | 14                  | 9         | 23         |
| Other                            | 0              | 1        | 1        | 20        | 20        | 40         | 4               | 3        | 7         | 24                  | 24        | 48         |
| Head Lamps                       | 0              | 0        | 0        | 2         | 0         | 2          | 0               | 0        | 0         | 2                   | 0         | 2          |
| Stop Lamps                       | 0              | 0        | 0        | 2         | 0         | 2          | 0               | 0        | 0         | 2                   | 0         | 2          |
| Steering                         | 0              | 0        | 0        | 3         | 2         | 5          | 0               | 0        | 0         | 3                   | 2         | 5          |
| Suspension                       | 0              | 0        | 0        | 1         | 0         | 1          | 0               | 0        | 0         | 1                   | 0         | 1          |
| Other Disabled                   | 0              | 0        | 0        | 0         | 0         | 0          | 0               | 0        | 0         | 0                   | 0         | 0          |
| Disabled prior crash             | 1              | 0        | 1        | 0         | 0         | 0          | 0               | 0        | 0         | 1                   | 0         | 1          |
| Mirrors                          | 0              | 0        | 0        | 2         | 0         | 2          | 0               | 0        | 0         | 2                   | 0         | 2          |
| Tail Lamps                       | 0              | 0        | 0        | 1         | 0         | 1          | 0               | 0        | 0         | 1                   | 0         | 1          |
| <b>TOTAL</b>                     | <b>2</b>       | <b>1</b> | <b>3</b> | <b>67</b> | <b>42</b> | <b>109</b> | <b>11</b>       | <b>3</b> | <b>14</b> | <b>80</b>           | <b>46</b> | <b>126</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 numbers of crashes.

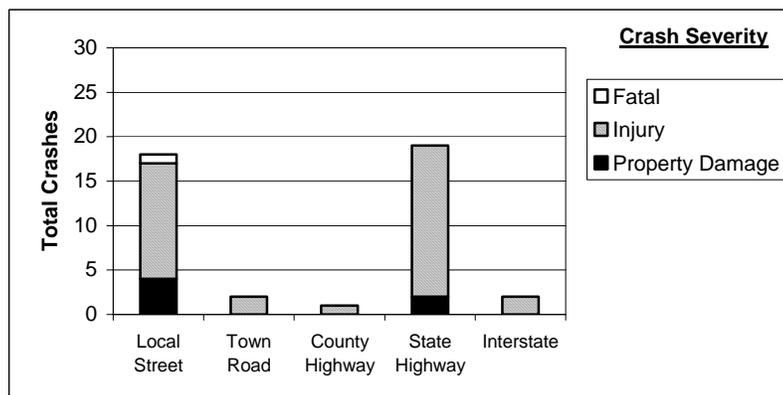
## 2004 Fixed Objects Struck in Single Unit Motorcycle Crashes

| Type of<br>Fixed Object  | Fatal     |           |           | Injury     |            |            | Property Damage |           |           | TOTAL      |            |            |
|--------------------------|-----------|-----------|-----------|------------|------------|------------|-----------------|-----------|-----------|------------|------------|------------|
|                          | Rural     | Urban     | Total     | Rural      | Urban      | Total      | Rural           | Urban     | Total     | Rural      | Urban      | Total      |
| Ditch                    | 7         | 0         | 7         | 166        | 15         | 181        | 29              | 2         | 31        | 202        | 17         | 219        |
| Curb                     | 1         | 4         | 5         | 18         | 53         | 71         | 1               | 3         | 4         | 20         | 60         | 80         |
| Other Fixed Object       | 2         | 1         | 3         | 27         | 20         | 47         | 2               | 2         | 4         | 31         | 23         | 54         |
| Tree                     | 1         | 3         | 4         | 10         | 3          | 13         | 2               | 0         | 2         | 13         | 6          | 19         |
| Embankment               | 4         | 0         | 4         | 17         | 0          | 17         | 4               | 0         | 4         | 25         | 0          | 25         |
| Other Object (Not Fixed) | 0         | 0         | 0         | 9          | 6          | 15         | 2               | 2         | 4         | 11         | 8          | 19         |
| Mailbox                  | 0         | 1         | 1         | 9          | 4          | 13         | 0               | 0         | 0         | 9          | 5          | 14         |
| Guardrail Face           | 2         | 1         | 3         | 6          | 3          | 9          | 1               | 1         | 2         | 9          | 5          | 14         |
| Guardrail End            | 0         | 0         | 0         | 0          | 0          | 0          | 0               | 0         | 0         | 0          | 0          | 0          |
| Traffic Sign Post        | 4         | 0         | 4         | 7          | 2          | 9          | 1               | 2         | 3         | 12         | 4          | 16         |
| Other Post               | 1         | 0         | 1         | 4          | 6          | 10         | 1               | 0         | 1         | 6          | 6          | 12         |
| Culvert                  | 2         | 0         | 2         | 5          | 3          | 8          | 0               | 0         | 0         | 7          | 3          | 10         |
| Utility Pole             | 1         | 0         | 1         | 2          | 6          | 8          | 0               | 0         | 0         | 3          | 6          | 9          |
| Fence                    | 1         | 0         | 1         | 3          | 2          | 5          | 2               | 0         | 2         | 6          | 2          | 8          |
| Traffic Signal           | 0         | 0         | 0         | 0          | 1          | 1          | 0               | 0         | 0         | 0          | 1          | 1          |
| Median Barrier           | 0         | 0         | 0         | 0          | 7          | 7          | 0               | 0         | 0         | 0          | 7          | 7          |
| Light Support            | 0         | 1         | 1         | 1          | 1          | 2          | 0               | 0         | 0         | 1          | 2          | 3          |
| Bridge Rail              | 0         | 0         | 0         | 0          | 2          | 2          | 0               | 0         | 0         | 0          | 2          | 2          |
| Bridge/Pier/Abutment     | 0         | 0         | 0         | 2          | 0          | 2          | 0               | 0         | 0         | 2          | 0          | 2          |
| Unknown                  | 0         | 0         | 0         | 2          | 4          | 6          | 0               | 1         | 1         | 2          | 5          | 7          |
| <b>TOTAL</b>             | <b>26</b> | <b>11</b> | <b>37</b> | <b>288</b> | <b>138</b> | <b>426</b> | <b>45</b>       | <b>13</b> | <b>58</b> | <b>359</b> | <b>162</b> | <b>521</b> |

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

Source: WisDOT/DMV/Accident Database

## 2004 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](#))

|                 |    |   |   |    |   |
|-----------------|----|---|---|----|---|
| Property Damage | 4  | 0 | 0 | 2  | 0 |
| Injury          | 13 | 2 | 1 | 17 | 2 |
| Fatal           | 1  | 0 | 0 | 0  | 0 |

Source: WisDOT/DMV/Accident Database

## 2004 Motorcycle Crashes by Light, Weather and Road Conditions

### Light Conditions

| Light<br>Conditions | Personal Property |              |            |              | TOTAL     |              |
|---------------------|-------------------|--------------|------------|--------------|-----------|--------------|
|                     | Fatal             | Injury       | Damage     | Total        | Persons   | Persons      |
|                     | Crashes           | Crashes      | Crashes    | Crashes      | Killed    | Injured      |
| Daylight            | 48                | 1,491        | 210        | 1,749        | 48        | 1,771        |
| Dark/Lighted        | 4                 | 190          | 41         | 235          | 4         | 228          |
| Dark                | 26                | 220          | 28         | 274          | 26        | 265          |
| Dusk                | 2                 | 80           | 15         | 97           | 2         | 94           |
| Dawn                | 1                 | 19           | 2          | 22           | 1         | 19           |
| Unknown             | 0                 | 0            | 1          | 1            | 0         | 0            |
| <b>TOTAL</b>        | <b>81</b>         | <b>2,000</b> | <b>297</b> | <b>2,378</b> | <b>81</b> | <b>2,377</b> |

### Weather Conditions

| Weather<br>Conditions  | Personal Property |              |            |              | TOTAL     |              |
|------------------------|-------------------|--------------|------------|--------------|-----------|--------------|
|                        | Fatal             | Injury       | Damage     | Total        | Persons   | Persons      |
|                        | Crashes           | Crashes      | Crashes    | Crashes      | Killed    | Injured      |
| Clear                  | 53                | 1,365        | 200        | 1,618        | 53        | 1,616        |
| Cloudy                 | 27                | 551          | 70         | 648          | 27        | 658          |
| Rain                   | 1                 | 61           | 20         | 82           | 1         | 77           |
| Snow                   | 0                 | 1            | 0          | 1            | 0         | 1            |
| Fog/Smog/Smoke         | 0                 | 12           | 2          | 14           | 0         | 13           |
| Sleet/Hail             | 0                 | 0            | 0          | 0            | 0         | 0            |
| Crosswinds             | 0                 | 5            | 1          | 6            | 0         | 6            |
| Blowing sand/dirt/snow | 0                 | 0            | 0          | 0            | 0         | 0            |
| Other                  | 0                 | 0            | 0          | 0            | 0         | 0            |
| Unknown                | 0                 | 8            | 3          | 11           | 0         | 9            |
| <b>TOTAL</b>           | <b>81</b>         | <b>2,003</b> | <b>296</b> | <b>2,380</b> | <b>81</b> | <b>2,380</b> |

### Road Conditions

| Road<br>Conditions | Personal Property |              |            |              | TOTAL     |              |
|--------------------|-------------------|--------------|------------|--------------|-----------|--------------|
|                    | Fatal             | Injury       | Damage     | Total        | Persons   | Persons      |
|                    | Crashes           | Crashes      | Crashes    | Crashes      | Killed    | Injured      |
| Dry                | 78                | 1,813        | 257        | 2,148        | 78        | 2,162        |
| Wet                | 2                 | 90           | 27         | 119          | 2         | 106          |
| Sand/Mud/ Dirt/Oil | 0                 | 26           | 4          | 30           | 0         | 33           |
| Ice                | 0                 | 2            | 0          | 2            | 0         | 2            |
| Other              | 0                 | 24           | 4          | 28           | 0         | 28           |
| Unknown            | 0                 | 5            | 1          | 6            | 0         | 5            |
| <b>TOTAL</b>       | <b>80</b>         | <b>1,960</b> | <b>293</b> | <b>2,333</b> | <b>80</b> | <b>2,336</b> |

**2004 Drinking Motorcycle Drivers in Crashes By County and Age**

| COUNTY NAME | DRIVER'S AGE |       |       |       |       |       | TOTAL HBD DRIVERS | TOTAL HBD CRASHES |
|-------------|--------------|-------|-------|-------|-------|-------|-------------------|-------------------|
|             | 16-19        | 20-24 | 25-34 | 35-44 | 45-54 | 55-74 |                   |                   |
| ADAMS       | 0            | 0     | 1     | 1     | 0     | 0     | 2                 | 2                 |
| BARRON      | 0            | 1     | 0     | 1     | 0     | 0     | 2                 | 2                 |
| BROWN       | 0            | 2     | 5     | 4     | 1     | 0     | 12                | 12                |
| BUFFALO     | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| BURNETT     | 0            | 0     | 1     | 1     | 1     | 1     | 4                 | 3                 |
| CALUMET     | 0            | 0     | 0     | 2     | 0     | 0     | 2                 | 2                 |
| CHIPPEWA    | 0            | 2     | 1     | 1     | 0     | 0     | 4                 | 3                 |
| CLARK       | 0            | 0     | 0     | 1     | 1     | 0     | 2                 | 2                 |
| COLUMBIA    | 0            | 0     | 2     | 1     | 1     | 1     | 5                 | 5                 |
| DANE        | 0            | 2     | 9     | 7     | 4     | 1     | 23                | 23                |
| DODGE       | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| DOOR        | 0            | 1     | 1     | 0     | 0     | 0     | 2                 | 2                 |
| DOUGLAS     | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| DUNN        | 1            | 1     | 1     | 1     | 0     | 1     | 5                 | 5                 |
| EAU CLAIRE  | 0            | 1     | 0     | 2     | 2     | 0     | 5                 | 5                 |
| FOND DU LAC | 0            | 1     | 1     | 4     | 0     | 1     | 7                 | 7                 |
| GRANT       | 0            | 2     | 2     | 3     | 1     | 0     | 8                 | 8                 |
| IOWA        | 0            | 0     | 2     | 1     | 0     | 0     | 3                 | 3                 |
| IRON        | 0            | 0     | 0     | 1     | 0     | 0     | 1                 | 1                 |
| JACKSON     | 0            | 0     | 1     | 0     | 0     | 0     | 1                 | 1                 |
| JEFFERSON   | 0            | 1     | 1     | 2     | 1     | 2     | 7                 | 7                 |
| JUNEAU      | 0            | 1     | 1     | 1     | 1     | 0     | 4                 | 4                 |
| KENOSHA     | 0            | 2     | 2     | 4     | 3     | 1     | 12                | 12                |
| KEWAUNEE    | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| LA CROSSE   | 0            | 0     | 0     | 2     | 2     | 0     | 4                 | 4                 |
| LAFAYETTE   | 0            | 1     | 0     | 0     | 2     | 0     | 3                 | 3                 |
| LINCOLN     | 0            | 0     | 0     | 3     | 2     | 0     | 5                 | 5                 |
| MANITOWOC   | 0            | 2     | 4     | 2     | 0     | 2     | 10                | 9                 |
| MARATHON    | 0            | 0     | 0     | 2     | 0     | 0     | 2                 | 2                 |
| MARINETTE   | 0            | 0     | 1     | 0     | 2     | 0     | 3                 | 3                 |
| MILWAUKEE   | 0            | 1     | 9     | 8     | 6     | 0     | 24                | 23                |
| MONROE      | 0            | 0     | 3     | 1     | 0     | 0     | 4                 | 3                 |
| OCONTO      | 0            | 0     | 1     | 0     | 0     | 0     | 1                 | 1                 |
| ONEIDA      | 0            | 1     | 0     | 0     | 0     | 1     | 2                 | 2                 |
| OUTAGAMIE   | 0            | 1     | 1     | 2     | 2     | 0     | 6                 | 6                 |
| OZAUKEE     | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| PEPIN       | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| PIERCE      | 0            | 0     | 0     | 4     | 0     | 1     | 5                 | 5                 |
| POLK        | 0            | 0     | 0     | 1     | 1     | 0     | 2                 | 2                 |
| PORTAGE     | 0            | 1     | 0     | 1     | 1     | 0     | 3                 | 3                 |
| PRICE       | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| RACINE      | 0            | 2     | 3     | 3     | 2     | 1     | 11                | 11                |
| RICHLAND    | 0            | 0     | 0     | 2     | 1     | 0     | 3                 | 3                 |
| ROCK        | 0            | 0     | 4     | 3     | 4     | 0     | 11                | 11                |
| ST. CROIX   | 0            | 0     | 1     | 0     | 0     | 0     | 1                 | 1                 |
| SAUK        | 1            | 0     | 1     | 1     | 1     | 1     | 5                 | 5                 |
| SAWYER      | 0            | 0     | 0     | 1     | 1     | 0     | 2                 | 2                 |
| SHAWANO     | 0            | 0     | 1     | 0     | 0     | 0     | 1                 | 1                 |
| SHEBOYGAN   | 0            | 1     | 1     | 1     | 1     | 0     | 4                 | 4                 |
| TAYLOR      | 0            | 0     | 0     | 1     | 1     | 0     | 2                 | 2                 |
| TREMPEALEAU | 0            | 0     | 0     | 1     | 1     | 1     | 3                 | 2                 |
| VILAS       | 0            | 0     | 0     | 0     | 1     | 0     | 1                 | 1                 |
| WALWORTH    | 0            | 2     | 3     | 3     | 1     | 0     | 9                 | 9                 |
| WASHBURN    | 0            | 0     | 0     | 0     | 1     | 1     | 2                 | 2                 |
| WASHINGTON  | 0            | 1     | 1     | 2     | 0     | 0     | 4                 | 4                 |
| WAUKESHA    | 0            | 5     | 6     | 12    | 5     | 2     | 30                | 30                |
| WAUPACA     | 0            | 0     | 2     | 2     | 1     | 0     | 5                 | 5                 |
| WINNEBAGO   | 0            | 1     | 0     | 2     | 4     | 1     | 8                 | 8                 |
| WOOD        | 0            | 1     | 2     | 0     | 1     | 0     | 4                 | 4                 |
| TOTAL       | 2            | 37    | 75    | 98    | 67    | 19    | 298               | 292               |

HBD=Had Been Drinking -The two numbers (298 & 292) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes. Source: WisDOT/DMV Accident Database.

**2004 Alcohol-Related Crashes  
by Time of Day and Day of Week  
Total Injured - Total Killed**

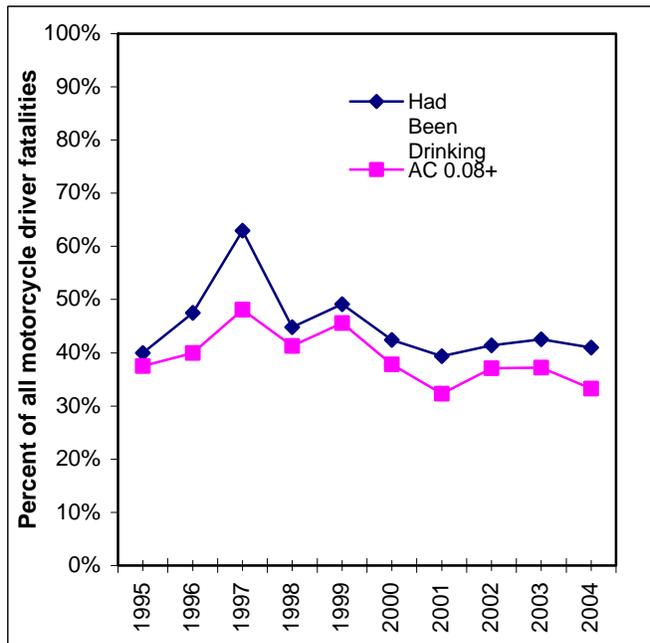
| Time of Day    | Crashes by Day of Week |           |           |           |           |           |           | Total      |           |            |
|----------------|------------------------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|
|                | Sunday                 | Monday    | Tuesday   | Wednesday | Thursday  | Friday    | Saturday  | Crashes    | Killed    | Injured    |
| 12-1 AM        | 2                      | 0         | 5         | 3         | 2         | 6         | 8         | 26         | 2         | 5          |
| 1-2 AM         | 8                      | 3         | 1         | 1         | 2         | 3         | 3         | 25         | 4         | 24         |
| 2-3 AM         | 6                      | 3         | 1         | 1         | 5         | 4         | 5         | 25         | 4         | 24         |
| 3-4 AM         | 2                      | 0         | 0         | 0         | 0         | 2         | 0         | 4          | 0         | 3          |
| 4-5 AM         | 0                      | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 0          |
| 5-6 AM         | 1                      | 0         | 0         | 0         | 0         | 0         | 0         | 1          | 0         | 1          |
| 6-7 AM         | 0                      | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 0          |
| 7-8 AM         | 0                      | 0         | 0         | 0         | 0         | 1         | 0         | 1          | 0         | 2          |
| 8-9 AM         | 0                      | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 0          |
| 9-10 AM        | 0                      | 0         | 0         | 0         | 0         | 0         | 0         | 0          | 0         | 0          |
| 10-11 AM       | 0                      | 0         | 0         | 0         | 1         | 0         | 1         | 2          | 0         | 2          |
| 11-12 Noon     | 0                      | 0         | 2         | 0         | 0         | 1         | 2         | 5          | 0         | 4          |
| 12-1 PM        | 1                      | 0         | 0         | 0         | 1         | 0         | 0         | 2          | 1         | 1          |
| 1-2 PM         | 0                      | 0         | 0         | 0         | 0         | 1         | 0         | 1          | 0         | 2          |
| 2-3 PM         | 0                      | 0         | 0         | 0         | 1         | 0         | 3         | 4          | 0         | 8          |
| 3-4 PM         | 2                      | 1         | 0         | 2         | 1         | 0         | 1         | 7          | 1         | 10         |
| 4-5 PM         | 4                      | 2         | 0         | 0         | 2         | 3         | 6         | 17         | 2         | 17         |
| 5-6 PM         | 10                     | 2         | 2         | 1         | 3         | 1         | 8         | 27         | 2         | 26         |
| 6-7 PM         | 11                     | 1         | 1         | 0         | 0         | 1         | 11        | 25         | 1         | 28         |
| 7-8 PM         | 9                      | 3         | 1         | 2         | 2         | 5         | 7         | 29         | 3         | 31         |
| 8-9 PM         | 3                      | 5         | 0         | 2         | 0         | 5         | 7         | 22         | 3         | 23         |
| 9-10 PM        | 3                      | 1         | 2         | 1         | 3         | 7         | 7         | 24         | 1         | 29         |
| 10-11 PM       | 4                      | 1         | 1         | 1         | 0         | 6         | 8         | 21         | 4         | 18         |
| 11-12 Midnight | 2                      | 0         | 2         | 2         | 2         | 1         | 10        | 19         | 4         | 19         |
| Unknown        | 2                      | 1         | 1         | 1         | 1         | 0         | 3         | 9          | 4         | 5          |
| <b>TOTAL</b>   | <b>70</b>              | <b>23</b> | <b>19</b> | <b>17</b> | <b>26</b> | <b>47</b> | <b>90</b> | <b>292</b> | <b>32</b> | <b>304</b> |
| Percentage     | 24%                    | 8%        | 6%        | 6%        | 9%        | 16%       | 31%       | 100%       |           |            |

**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.

Source: WisDOT/DMV/Accident Database

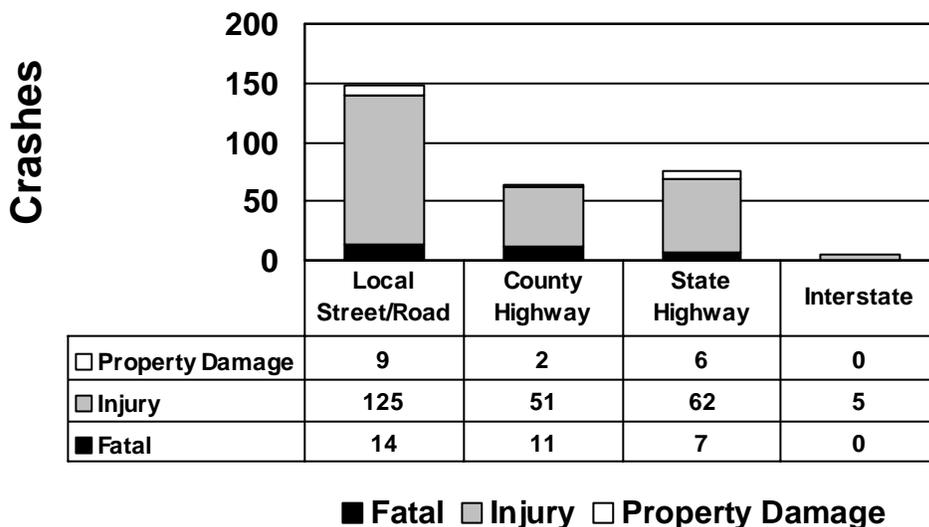
## 1995-2004 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



| Year         | Motorcycle Driver Fatalities | Alcohol Concentration* |           |            | Had Been Drinking |
|--------------|------------------------------|------------------------|-----------|------------|-------------------|
|              |                              | Negative or Unknown    | .01-.07   | .08+       |                   |
| 1995         | 40                           | 24                     | 1         | 15         | 40.0%             |
| 1996         | 40                           | 21                     | 3         | 16         | 47.5%             |
| 1997         | 54                           | 20                     | 8         | 26         | 62.9%             |
| 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%             |
| <b>Total</b> | <b>619</b>                   | <b>340</b>             | <b>40</b> | <b>239</b> | <b>45.1%</b>      |
| %            | 100%                         | 54.9%                  | 6.5%      | 38.6%      | 45.1%             |

\* On 9/30/03, 2003 Wisconsin Act 30 was enacted which changed first offense OWI from 0.10 to 0.08.

### 2004 Alcohol-Related Motorcycle Crashes by Highway Class and Crash Severity



Source: WisDOT/DMV Accident Database

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

## 2004 Safety Equipment Use on Motorcycles by Injury Severity and Seat Position

| Injury Severity   | Seat Position by Safety Equipment Use |            |            |            |              |            |            |           |           |            |
|-------------------|---------------------------------------|------------|------------|------------|--------------|------------|------------|-----------|-----------|------------|
|                   | Driver                                |            |            |            |              | Passenger  |            |           |           |            |
|                   | Helmet                                | *Eye       | Unk/       |            |              | Helmet     | *Eye       | Unk/      |           |            |
|                   | Worn                                  | Prot       | None       | Other      | TOTAL        | Worn       | Prot       | None      | Other     | TOTAL      |
| Nonincapacitating | 371                                   | 361        | 200        | 31         | 963          | 38         | 44         | 36        | 3         | 121        |
| Incapacitating    | 160                                   | 265        | 124        | 27         | 576          | 25         | 47         | 26        | 4         | 102        |
| Possible          | 200                                   | 129        | 90         | 21         | 440          | 23         | 24         | 12        | 2         | 61         |
| Not Injured       | 146                                   | 130        | 75         | 57         | 408          | 14         | 13         | 11        | 2         | 40         |
| Killed            | 17                                    | 39         | 20         | 2          | 78           | 1          | 0          | 1         | 0         | 2          |
| <b>TOTAL</b>      | <b>894</b>                            | <b>924</b> | <b>509</b> | <b>138</b> | <b>2,465</b> | <b>101</b> | <b>128</b> | <b>86</b> | <b>11</b> | <b>326</b> |

| Injury Severity   | Seat Position by Safety Equipment Use |          |          |          |          | TOTAL      |              |            |            |              |
|-------------------|---------------------------------------|----------|----------|----------|----------|------------|--------------|------------|------------|--------------|
|                   | Side Car                              |          |          |          |          |            |              |            |            |              |
|                   | Helmet                                | *Eye     | Unk/     |          |          | Helmet     | *Eye         | Unk/       |            |              |
|                   | Worn                                  | Prot     | None     | Other    | TOTAL    | Worn       | Prot         | None       | Other      | TOTAL        |
| Nonincapacitating | 0                                     | 1        | 1        | 1        | 3        | 409        | 406          | 237        | 35         | 1,087        |
| Incapacitating    | 0                                     | 0        | 1        | 1        | 2        | 185        | 312          | 151        | 32         | 680          |
| Possible          | 0                                     | 0        | 0        | 0        | 0        | 223        | 153          | 102        | 23         | 501          |
| Not Injured       | 0                                     | 0        | 0        | 0        | 0        | 160        | 143          | 86         | 59         | 448          |
| Killed            | 0                                     | 0        | 0        | 0        | 0        | 18         | 39           | 21         | 2          | 80           |
| <b>TOTAL</b>      | <b>0</b>                              | <b>1</b> | <b>2</b> | <b>2</b> | <b>5</b> | <b>995</b> | <b>1,053</b> | <b>597</b> | <b>151</b> | <b>2,796</b> |

Prot = Protection

Unk = Unknown

\*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. Source: WisDOT/DMV/Accident Database

## 2004 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      |
| 1-4          | 0           | 0              | 0          | 0             | 0            | 0           | 1              | 1         | 0             | 2          |
| 5-9          | 0           | 0              | 0          | 0             | 0            | 2           | 1              | 0         | 0             | 3          |
| 10-14        | 2           | 0              | 2          | 0             | 4            | 1           | 8              | 1         | 0             | 10         |
| 15           | 0           | 1              | 3          | 0             | 4            | 0           | 2              | 0         | 0             | 2          |
| 16           | 1           | 5              | 2          | 0             | 8            | 2           | 0              | 1         | 0             | 3          |
| 17           | 3           | 5              | 2          | 1             | 11           | 1           | 2              | 1         | 0             | 4          |
| 18           | 6           | 26             | 10         | 2             | 44           | 0           | 3              | 2         | 0             | 5          |
| 19           | 8           | 34             | 13         | 5             | 60           | 1           | 6              | 1         | 0             | 8          |
| 20           | 13          | 33             | 14         | 3             | 63           | 0           | 2              | 1         | 0             | 3          |
| 21           | 8           | 29             | 8          | 2             | 47           | 0           | 2              | 1         | 0             | 3          |
| 22           | 9           | 43             | 19         | 2             | 73           | 1           | 3              | 3         | 0             | 7          |
| 23           | 10          | 28             | 17         | 1             | 56           | 0           | 5              | 4         | 0             | 9          |
| 24           | 10          | 32             | 6          | 2             | 50           | 0           | 1              | 1         | 0             | 2          |
| 25-34        | 60          | 251            | 86         | 14            | 411          | 2           | 30             | 18        | 2             | 52         |
| 35-44        | 58          | 298            | 113        | 23            | 492          | 4           | 50             | 19        | 4             | 77         |
| 45-54        | 48          | 288            | 80         | 19            | 435          | 6           | 35             | 17        | 2             | 60         |
| 55-64        | 20          | 131            | 32         | 2             | 185          | 8           | 15             | 0         | 0             | 23         |
| 65-74        | 6           | 13             | 7          | 0             | 26           | 0           | 3              | 2         | 0             | 5          |
| 75-84        | 1           | 4              | 0          | 0             | 5            | 0           | 0              | 0         | 0             | 0          |
| 85 and Over  | 0           | 0              | 0          | 0             | 0            | 0           | 0              | 0         | 0             | 0          |
| Unknown      | 1           | 1              | 0          | 3             | 5            | 1           | 3              | 1         | 1             | 6          |
| <b>TOTAL</b> | <b>264</b>  | <b>1,222</b>   | <b>414</b> | <b>79</b>     | <b>1,979</b> | <b>29</b>   | <b>172</b>     | <b>74</b> | <b>9</b>      | <b>284</b> |

| Age          | Side Car    |                |          |               |          | TOTAL       |                |            |               |              |
|--------------|-------------|----------------|----------|---------------|----------|-------------|----------------|------------|---------------|--------------|
|              | Helmet Only | Eye Protection | None     | Unknown/Other | Total    | Helmet Only | Eye Protection | None       | Unknown/Other | Total        |
| 1-4          | 0           | 0              | 0        | 0             | 0        | 0           | 1              | 1          | 0             | 2            |
| 5-9          | 0           | 0              | 0        | 0             | 0        | 2           | 1              | 0          | 0             | 3            |
| 10-14        | 0           | 0              | 0        | 0             | 0        | 3           | 8              | 3          | 0             | 14           |
| 15           | 0           | 0              | 0        | 0             | 0        | 0           | 3              | 3          | 0             | 6            |
| 16           | 0           | 0              | 0        | 0             | 0        | 3           | 5              | 3          | 0             | 11           |
| 17           | 0           | 0              | 0        | 0             | 0        | 4           | 7              | 3          | 1             | 15           |
| 18           | 0           | 0              | 0        | 0             | 0        | 6           | 29             | 12         | 2             | 49           |
| 19           | 0           | 0              | 0        | 0             | 0        | 9           | 40             | 14         | 5             | 68           |
| 20           | 0           | 0              | 0        | 0             | 0        | 13          | 35             | 15         | 3             | 66           |
| 21           | 0           | 0              | 0        | 0             | 0        | 8           | 31             | 9          | 2             | 50           |
| 22           | 0           | 0              | 1        | 0             | 1        | 10          | 46             | 23         | 2             | 81           |
| 23           | 0           | 0              | 0        | 0             | 0        | 10          | 33             | 21         | 1             | 65           |
| 24           | 0           | 0              | 0        | 0             | 0        | 10          | 33             | 7          | 2             | 52           |
| 25-34        | 0           | 1              | 0        | 0             | 1        | 62          | 282            | 104        | 16            | 464          |
| 35-44        | 0           | 0              | 0        | 1             | 1        | 62          | 348            | 132        | 28            | 570          |
| 45-54        | 0           | 0              | 1        | 0             | 1        | 54          | 323            | 98         | 21            | 496          |
| 55-64        | 0           | 0              | 0        | 1             | 1        | 28          | 146            | 32         | 3             | 209          |
| 65-74        | 0           | 0              | 0        | 0             | 0        | 6           | 16             | 9          | 0             | 31           |
| 75-84        | 0           | 0              | 0        | 0             | 0        | 1           | 4              | 0          | 0             | 5            |
| 85 and over  | 0           | 0              | 0        | 0             | 0        | 0           | 0              | 0          | 0             | 0            |
| Unknown      | 0           | 0              | 0        | 0             | 0        | 2           | 4              | 1          | 4             | 11           |
| <b>TOTAL</b> | <b>0</b>    | <b>1</b>       | <b>2</b> | <b>2</b>      | <b>5</b> | <b>293</b>  | <b>1,395</b>   | <b>490</b> | <b>90</b>     | <b>2,268</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. 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).

Source: WisDOT/DMV/Accident Database

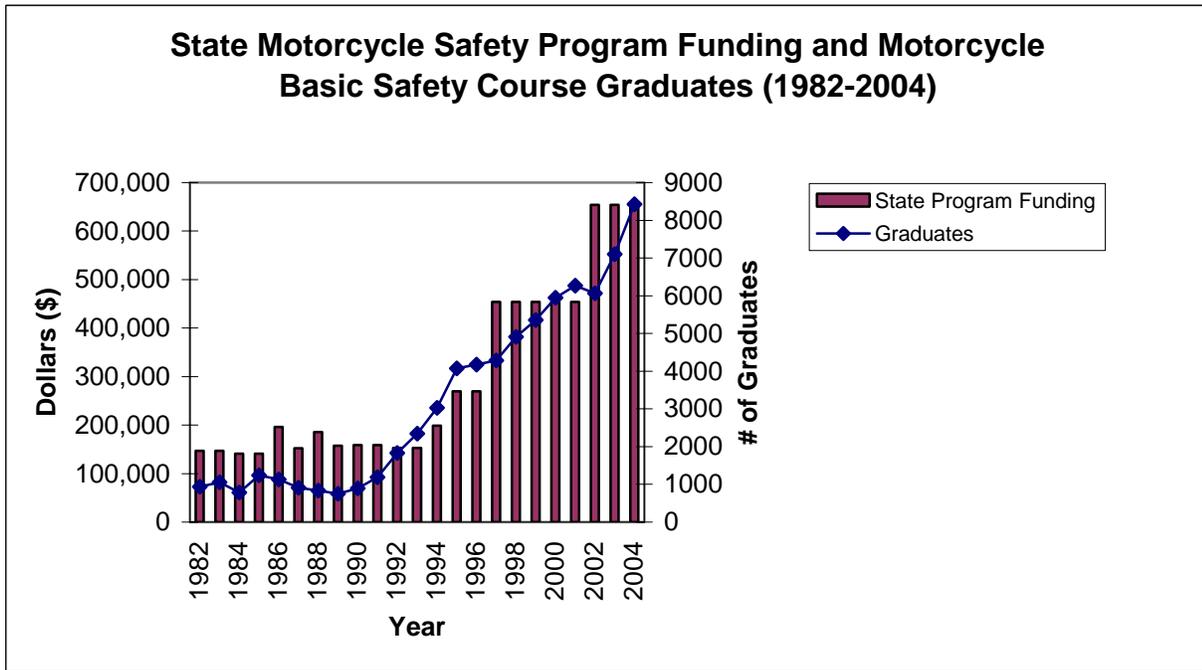


**2004- Driver Possible Contributing Circumstances by  
Crash Severity and Urban/Rural Location  
for Motorcyclists**

| 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         | 27             | 4         | 31        | 446          | 235        | 681          | 23              | 72        | 95         | 522                | 262        | 784          |
| Too Fast for Conditions    | 10             | 3         | 13        | 175          | 62         | 237          | 18              | 4         | 22         | 203                | 69         | 272          |
| Driver Condition           | 5              | 1         | 6         | 114          | 74         | 188          | 5               | 3         | 8          | 124                | 78         | 202          |
| Inattentive Driving        | 4              | 0         | 4         | 84           | 43         | 127          | 9               | 11        | 20         | 97                 | 54         | 151          |
| Exceeding Speed Limit      | 11             | 7         | 18        | 75           | 72         | 147          | 7               | 12        | 19         | 91                 | 86         | 177          |
| Following Too Close        | 0              | 1         | 1         | 32           | 39         | 71           | 8               | 10        | 18         | 40                 | 50         | 90           |
| Fail to Yield Right of Way | 1              | 0         | 1         | 23           | 34         | 57           | 4               | 2         | 6          | 28                 | 36         | 64           |
| Improper Overtake          | 4              | 1         | 5         | 24           | 19         | 43           | 1               | 4         | 5          | 29                 | 24         | 53           |
| Left of Center             | 2              | 0         | 2         | 22           | 2          | 24           | 2               | 3         | 5          | 25                 | 4          | 29           |
| Disregard Traffic Control  | 0              | 2         | 2         | 3            | 12         | 15           | 0               | 2         | 2          | 3                  | 16         | 19           |
| Improper Turn              | 1              | 0         | 1         | 5            | 10         | 15           | 2               | 3         | 5          | 8                  | 13         | 21           |
| 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                      |                |           |           |              |            |              |                 |           |            |                    |            |              |
| <b>TOTAL</b>               | <b>69</b>      | <b>22</b> | <b>91</b> | <b>1,060</b> | <b>649</b> | <b>1,709</b> | <b>108</b>      | <b>75</b> | <b>183</b> | <b>1,237</b>       | <b>746</b> | <b>1,983</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 (1982-2004)



Source: WisDOT BOTS/Motorcycle Program Database.

### 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 |
|------|-------------------|------------------|----------------|---------------|---------------------------|----------------|-------------------------|---------------|
| 1995 | 24,056            | 1                | 98             | 1             | N/A                       | 91             | 2                       | 94            |
| 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           |

Source: WisDOT/DMV/Accident Database

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."

## 2004 FATALLY INJURED MOTORCYCLISTS

| DAY   | TIME     | Driver/Pass. | UNITS | TYPE        | SAFETY     | ROAD | LIGHT      | WEATHER | M/F | AGE | LICENSE   | Narrative   | Road Type | PCCS    |
|-------|----------|--------------|-------|-------------|------------|------|------------|---------|-----|-----|-----------|---|-----------|---------|
| Mon   | 5:40 PM  | D            | 2     | 1993 H.D.   | None       | Dry  | Daylight   | Clear   | M   | 43  | VALID     | E/B motorcycle traveling at high speed turned north/went on & off median/struck parked car.         | STH       | 1       |
| Mon   | 6:33 PM  | D            | 1     | 2004 Suzuki | Eye        | Dry  | Daylight   | Clear   | M   | 37  | VALID     | Motorcycle traveling at high rate of speed/left roadway/collided w/tree/mc oper ejected.            | Local     | 1       |
| Mon   | 7:09 PM  | D            | 1     | 1982 Honda  | Eye        | Dry  | Daylight   | Clear   | M   | 28  | INVALID   | N/B motorcycle collided w/curb & proceeded to roll/mc oper ejected/collided w/utility pole.         | Local     | 4,11    |
| Mon   | 8:25 PM  | D            | 1     | 2004 H.D.   | Eye        | Dry  | Daylight   | Cloudy  | M   | 40  | VALID     | Motorcycle struck deer/oper ejected/landed in middle of roadway.                                    | Local     | None    |
| Tues  | 5:05 AM  | D            | 1     | 2004 H.D.   | None       | Dry  | Dk/Lighted | Cloudy  | M   | 41  | VALID     | MC failed to negotiate curve/struck curb & mailbox/lost control/oper ejected/hit head fire hydrant. | Local     | 2,11,12 |
| Tues  | 5:26 AM  | D            | 3     | 1993 Yamaha | Helmet/Eye | Dry  | Dawn       | Clear   | M   | 58  | VALID     | Motorcycle struck two deer/motorcycle operator ejected.   | STH       | None    |
| Tues  | 5:42 AM  | D            | 2     | 1987 Kawas  | None       | Dry  | Dk/NL      | Clear   | M   | 61  | VALID     | E/B veh turning left(north)after stopping at stop sign/into path of S/B mc/mc had right of way.     | STH       | None    |
| Tues  | 7:18 AM  | D            | 2     | 1993 Honda  | Helmet     | Dry  | Daylight   | Cloudy  | M   | 32  | VALID     | Motorcycle skidded & slid into auto at intersection.  | USH       | None    |
| Tues  | 7:22 AM  | D            | 2     | 1993 Yamaha | Eye        | Dry  | Daylight   | Clear   | M   | 65  | VALID     | Motorcycle collided with van that pulled out from parking lot.                                      | CTH       | 1       |
| Tues  | 9:32 AM  | D            | 2     | 2004 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 35  | VALID     | W/B veh pulled out of driveway/headed south/into path of N/B mc/mc hit veh/mc oper ejected.         | Local     | None    |
| Tues  | 9:44 AM  | D            | 2     | 1980 Honda  | None       | Dry  | Daylight   | Clear   | M   | 61  | VALID     | N/B mc crossed centerline/for unknown reason, went into path of S/B dump truck/collided.            | STH       | 4,7,11  |
| Tues  | 1:48 PM  | P            | 2     | 2004 H.D.   | Helmet     | Dry  | Daylight   | Clear   | F   | 57  | Passenger | N/B vehicle turned left into path of S/B motorcycle/motorcycle struck vehicle/passenger ejected.    | CTH       | None    |
| Tues  | 3:19 PM  | D            | 2     | 2002 Suzuki | Helmet     | Dry  | Daylight   | Clear   | M   | 17  | VALID     | Semi made a wide right turn into path of oncoming mc/mc collided with semi/mc oper ejected.         | CTH       | None    |
| Tues  | 10:08 PM | D            | 3     | 2003 H.D.   | Eye        | Dry  | Dk/NL      | Cloudy  | M   | 25  | VALID     | W/B mc struck deer/mc oper ejected/came to rest just off road/struck by two W/B vehicles.           | USH       | None    |
| Wed   | 4:30 AM  | D            | 1     | 2002 Honda  | Eye        | Dry  | Dk/Lighted | Clear   | M   | 50  | VALID     | MC at high rate of speed crashed to pavement/slid into curb/mc oper ejected/struck tree.            | CTH       | 1,11,14 |
| Wed   | 7:53 AM  | D            | 2     | 2003 Honda  | Eye        | Dry  | Daylight   | Clear   | M   | 51  | VALID     | N/B vehicle turned into path of s/b mc/mc impacted vehicle on middle of passenger's side.           | USH       | 14      |
| Wed   | 11:22 AM | D            | 2     | 1996 Kawas  | Helmet/Eye | Dry  | Daylight   | Clear   | M   | 66  | VALID     | Auto w/dim rear signal slowed to turn left/mc oper locked up brakes/collided/mc oper ejected.       | STH       | 4       |
| Wed   | 2:02 PM  | D            | 1     | 2004 Kawas  | Helmet     | Dry  | Daylight   | Clear   | M   | 61  | VALID     | W/B motorcyclist crossed center line/ hit guardrail/motorcycle operator ejected.                    | STH       | 11      |
| Wed   | 4:50 PM  | D            | 2     | 1996 Yamaha | Helmet     | Wet  | Daylight   | Cloudy  | M   | 28  | VALID     | E/B motorcycle struck rear of W/B truck turning left/south in front of motorcycle.                  | STH       | None    |
| Wed   | 6:30 PM  | D            | 2     | 2002 Kawas  | Eye        | Dry  | Daylight   | Cloudy  | M   | 31  | INVALID   | E/B auto changing lanes side swiped E/B motorcycle.   | Local     | None    |
| Wed   | 7:03 PM  | D            | 3     | 2004 Suzuki | Helmet     | Dry  | Dk/NL      | Clear   | M   | 40  | VALID     | MC struck deer/mc oper ejected & landed in lane of traffic/oper struck by several vehicles.         | IH        | None    |
| Wed   | 7:48 PM  | D            | 1     | 1981 Honda  | None       | Dry  | Daylight   | Clear   | M   | 63  | VALID     | Motorcyclist lost control of swerving motorcycle traveling in middle lane/mc tipped over on oper.   | Local     | 14      |
| Wed   | 10:51 PM | D            | 1     | 2002 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 37  | VALID     | Motorcyclist failed to negotiate curve/left roadway/struck traffic signs/overtaken.                 | CTH       | 1,12    |
| Wed   | 11:02 PM | D            | 1     | 2000 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 37  | INVALID   | N/B motorcycle left roadway/continued north/returned onto roadway/tipped over/oper ejected.         | Local     | 11      |
| Wed   | Unknown  | D            | 1     | 2002 Honda  | Eye        | Dry  | Daylight   | Clear   | M   | 41  | VALID     | S/B mc took corner wide/went off right side of road/struck embankment/overtaken/driver ejected.     | CTH       | 11      |
| Thurs | 2:30 AM  | D            | 1     | 1984 Honda  | None       | Dry  | Dk/NL      | Cloudy  | M   | 31  | VALID     | MC went off roadway/onto shoulder/into field/airborne/turning end over end/striking ground 3 times. | CTH       | 11      |
| Thurs | 3:54 AM  | D            | 1     | 1982 H.D.   | None       | Dry  | Dk/NL      | Clear   | M   | 45  | VALID     | Motorcycle went sideways to avoid deer/slid on side/hit deer/mc operator ejected.                   | Local     | None    |
| Thurs | 3:46 PM  | D            | 1     | 1993 H.D.   | None       | Dry  | Daylight   | Clear   | M   | 51  | VALID     | W/B veh in front of mc stopped suddenly for two pedestrians/mc slammed on brakes/lost control.      | Local     | 5       |
| Thurs | 9:26 PM  | D            | 2     | 2003 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | F   | 39  | VALID     | W/B mc pulled out to pass van/collided with E/B pickup truck.                                       | Local     | 9       |
| Thurs | 10:10 PM | D            | 2     | 1995 Honda  | Helmet     | Dry  | Dk/NL      | Cloudy  | M   | 42  | VALID     | Motorcycle struck a deer/thrown from motorcycle/struck by hit & run driver.                         | USH       | None    |
| Fri   | 10:55 AM | D            | 2     | 1992 Yamaha | Eye        | Dry  | Daylight   | Cloudy  | M   | 24  | INVALID   | N/B mc at high rate of speed struck S/W bound veh exiting parking lot/mc oper ejected.              | STH       | 1,2,11  |
| Fri   | 11:17 AM | D            | 1     | 1984 Honda  | Eye        | Dry  | Daylight   | Clear   | M   | 56  | VALID     | Motorcycle lost control on curve/entered ditch/tipped over.   | CTH       | 2       |
| Fri   | 1:20 PM  | D            | 2     | 2004 Honda  | Helmet     | Dry  | Daylight   | Cloudy  | M   | 21  | INVALID   | S/B auto turned east into path of N/B motorcycle & collided with motorcycle.                        | Local     | None    |
| Fri   | 2:54 PM  | D            | 1     | 2000 H.D.   | None       | Dry  | Daylight   | Clear   | M   | 43  | VALID     | Motorcycle struck deer/mc oper lost control/mc went on its side/oper & passenger ejected.           | STH       | None    |
| Fri   | 3:21 PM  | D            | 2     | 1998 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 50  | VALID     | S/B veh in middle lane turned right in front of S/B mc in right lane/mc struck veh/mc oper ejected. | STH       | 9       |
| Fri   | 4:51 PM  | D            | 2     | 2003 Yamaha | None       | Dry  | Daylight   | Clear   | M   | 25  | VALID     | N/B mc attempted to pass several cars when it struck a N/B car turning left/mc driver ejected.      | USH       | 2,9     |
| Fri   | 6:41 PM  | D            | 2     | 2000 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 29  | VALID     | MC attempting to pass on left struck pick-up truck making left turn.                                | STH       | 9       |
| Fri   | 8:17 PM  | D            | 1     | 2003 Yamaha | Unknown    | Dry  | Daylight   | Clear   | M   | 25  | INVALID   | MC at high rate of speed failed to negotiate curve/entered ditch/oper ejected/struck power pole.    | Local     | 11      |
| Fri   | 11:16 PM | D            | 1     | 1997 H.D.   | None       | Dry  | Dk/NL      | Cloudy  | M   | 46  | VALID     | Motorcyclist negotiating curve entered ditch/struck sign, then culvert/mc oper ejected.             | CTH       | 11      |
| Sat   | 12:06 AM | D            | 1     | 1996 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 32  | VALID     | Motorcycle struck deer/oper lost control/motorcycle overturned/oper ejected into lane of traffic.   | CTH       | 11,12   |
| Sat   | 2:34 AM  | D            | 2     | 2003 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 30  | VALID     | Motorcycle collided with another motorcycle that stopped along highway to wait for it.              | CTH       | 12      |
| Sat   | 4:32 AM  | D            | 1     | 1999 H.D.   | None       | Dry  | Dk/NL      | Cloudy  | M   | 41  | VALID     | Motorcyclist left roadway at curve/entered ditch/rolled into field/mc oper ejected.                 | Local     | 2       |
| Sat   | 5:57 AM  | D            | 2     | 1986 Honda  | Eye        | Dry  | Daylight   | Clear   | M   | 37  | INVALID   | S/B truck collided with W/B mc as mc accelerated through intersection.                              | CTH       | None    |
| Sat   | 11:00 AM | D            | 2     | 1996 Kawas  | Eye        | Dry  | Daylight   | Clear   | M   | 66  | VALID     | W/B auto making left turn w/signal struck in rear by W/B motorcycle attempting to pass.             | USH       | 3,9     |
| Sat   | 11:35 AM | D            | 2     | 1999 H.D.   | Helmet/Eye | Dry  | Daylight   | Cloudy  | F   | 56  | VALID     | Motorcycle struck deer/lost control/operator ejected/landed on road.                                | STH       | None    |

## 2004 FATALLY INJURED MOTORCYCLISTS

| DAY | TIME     | Driver/Pass. | UNITS | TYPE        | SAFETY     | ROAD | LIGHT      | WEATHER | M/F | AGE | LICENSE   | Narrative  | Road Type | PCCS       |
|-----|----------|--------------|-------|-------------|------------|------|------------|---------|-----|-----|-----------|--|-----------|------------|
| Sat | 11:53 AM | D            | 1     | 2003 Yamaha | Helmet     | Dry  | Daylight   | Cloudy  | M   | 23  | INVALID   | Motorcycle traveling at high rate of speed crashed on frontage road after exiting interstate.        | Local     | 1,2,11     |
| Sat | 12:40 PM | D            | 2     | 1995 Honda  | Helmet/Eye | Dry  | Daylight   | Cloudy  | M   | 27  | INVALID   | N/B mc passed n/b veh on right/collided w/s/b veh turning left at intersection/mc oper ejected.      | Local     | 8          |
| Sat | 12:57 PM | D            | 2     | 2001 Honda  | Helmet/Eye | Dry  | Daylight   | Clear   | M   | 70  | VALID     | W/B mc & driver were stopped to right of traf lane/w/b veh hit rear of mc/mc & oper hit guardrail.   | STH       | None       |
| Sat | 1:30 PM  | D            | 1     | 2003 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 51  | VALID     | MC failed to stop for vehicle turning left/locked up brakes/skidded/rear tire swerved right/mc fell. | CTH       | 4,11       |
| Sat | 5:07 PM  | D            | 2     | 1997 Kawas  | Eye        | Dry  | Daylight   | Cloudy  | M   | 32  | VALID     | MC was traveling at high speed/unable to stop/tipped, skidded on side into back of moving car.       | STH       | 1,11       |
| Sat | 5:22 PM  | D            | 2     | 1998 Suzuki | Helmet     | Dry  | Daylight   | Clear   | M   | 19  | INVALID   | Auto turned left in front of motorcycle turning right.   | USH       | 1,2        |
| Sat | 5:55 PM  | D            | 1     | 1999 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 47  | VALID     | W/B mc left road on north side/hit driveway embankment/airborne/overtuned/mc oper ejected.           | CTH       | 11         |
| Sat | 7:12 PM  | D            | 1     | 2003 H.D.   | Eye        | Dry  | Daylight   | Cloudy  | M   | 42  | VALID     | Motorcycle lost control on curve/went off road/struck culvert.                                       | Local     | None       |
| Sat | 8:24 PM  | D            | 1     | 1992 H.D.   | Eye        | Dry  | DK/NL      | Clear   | M   | 49  | VALID     | Failed to negotiate curve or swerved for something in road/laid mc down/skidded/oper ejected.        | CTH       | 11         |
| Sat | 10:31 PM | D            | 1     | 1992 Kawas  | Eye        | Dry  | Dk/NL      | Cloudy  | M   | 36  | INVALID   | Motorcyclist failed to negotiate curve/entered gravel/lost control/struck traffic post.              | STH       | 2          |
| Sat | 11:13 PM | D            | 1     | 2003 H.D.   | None       | Dry  | Dk/NL      | Clear   | M   | 24  | VALID     | Motorcyclist lost control after failing to negotiate curve/oper ejected/flew into culvert.           | STH       | 11,12      |
| Sat | 11:20 PM | D            | 1     | 2004 H.D.   | Eye        | Dry  | Dk/NL      | Cloudy  | M   | 19  | VALID     | Motorcycle skid several feet before impact with deer/mc oper ejected.                                | Local     | None       |
| Sat | 11:32 PM | D            | 1     | 1972 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 24  | INVALID   | MC negotiating curve/left road onto grass off shoulde/crashed into embanked driver/oper eject.       | Local     | 6,11,12    |
| Sun | 2:25 AM  | D            | 2     | Unknown     | Eye        | Dry  | Dk/Lighted | Clear   | M   | 46  | VALID     | E/B auto turned north & struck motorcycle/undetermined as to which way mc was traveling.             | Local     | None       |
| Sun | 2:53 AM  | D            | 1     | 1984 Honda  | None       | Dry  | Dk/NL      | Clear   | M   | 36  | VALID     | Motorcyclist lost control on curve/struck sign/mc oper ejected.                                      | CTH       | 11         |
| Sun | 10:12 AM | D            | 1     | 2001 Honda  | None       | Dry  | Dk/NL      | Cloudy  | M   | 26  | VALID     | Motorcyclist failed to negotiate curve/entered ditch/struck sign post, electrical box & trees.       | Local     | 11         |
| Sun | 12:27 PM | D            | 1     | 1999 H.D.   | Eye        | Dry  | Daylight   | Cloudy  | M   | 51  | VALID     | Motorcyclist lost control negotiating curve/struck roadway curb/hit guardrail/oper ejected.          | Local     | 11         |
| Sun | 3:35 PM  | D            | 2     | 1995 Honda  | Helmet     | Dry  | Daylight   | Clear   | M   | 39  | VALID     | S/B mc & n/b pickup both negotiating curve/mc crossed center line/collided head on w/ pickup.        | CTH       | 7, 11      |
| Sun | 3:46 PM  | D            | 1     | 2001 Suzuki | Eye        | Dry  | Daylight   | Clear   | M   | 30  | VALID     | Motorcyclist at high speed w/gusting winds was blown onto shoulder/lost control/oper ejected.        | Local     | 1          |
| Sun | 3:48 PM  | D            | 1     | 2003 Suzuki | None       | N.A. | Daylight   | Clear   | M   | 25  | INVALID   | Motorcyclist lost control while attempting to do wheelie/struck curb, then light pole.               | Local     | 1, 11      |
| Sun | 4:20 PM  | D            | 1     | 1979 Suzuki | None       | Dry  | Daylight   | Cloudy  | M   | 67  | VALID     | W/B mc failed to negotiate curve on W/B exit ramp/left road/entered gore area/overtuned.             | IH        | 2          |
| Sun | 4:21 PM  | D            | 1     | 2002 H.D.   | None       | Dry  | Daylight   | Clear   | M   | 38  | VALID     | Failed to negotiate curve/entered ditch/motorcycle operator ejected/struck culvert.                  | Local     | 11         |
| Sun | 4:55 PM  | D            | 1     | 1997 Honda  | Helmet/Eye | Dry  | Dusk       | Clear   | M   | 29  | VALID     | Motorcycle traveling at high rate of speed struck deer/mc oper lost control/me oper ejected.         | IH        | None       |
| Sun | 5:00 PM  | D            | 1     | 1992 H.D.   | Helmet/Eye | Dry  | Daylight   | Cloudy  | M   | 30  | VALID     | MC at high rate of speed failed to negotiate curve/went onto shoulder/overtuned/oper ejected.        | CTH       | 2,11       |
| Sun | 5:04 PM  | D            | 1     | 2002 Suzuki | Unknown    | Dry  | Daylight   | Clear   | M   | 29  | INVALID   | Motorcycle traveling at high rate of speed failed to negotiate curve.                                | CTH       | 1,2,11     |
| Sun | 6:45 PM  | P            | 1     | 1999 H.D.   | None       | Dry  | Daylight   | Cloudy  | F   | 33  | Passenger | Motorcyclist lost control on curve/entered ditch/overtuned motorcycle.                               | STH       | None       |
| Sun | 6:59 PM  | D            | 1     | 2002 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 33  | VALID     | Motorcyclist lost control on curve/onto grass shoulder/hit enbankment/mc oper ejected.               | STH       | 2          |
| Sun | 7:53 PM  | D            | 1     | 1989 H.D.   | Eye        | Dry  | Daylight   | Clear   | M   | 31  | VALID     | Motorcycle traveling at high speed/lost control/laid on side/mc oper ejected/hit pole & tel box.     | Local     | 1,11,12    |
| Sun | 8:38 PM  | D            | 1     | 1979 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 56  | VALID     | Motorcyclist negotiating curve at high speed lost control/hit bridge abutment, deck/oper ejected.    | CTH       | 1,11,12,14 |
| Sun | 9:00 PM  | D            | 1     | 2002 Yamaha | Eye        | Dry  | Dusk       | Cloudy  | M   | 23  | VALID     | MC passed a car at high rate of speed/hit guardrail/lost control/went into ditch/oper ejected.       | CTH       | 1          |
| Sun | 9:55 PM  | D            | 2     | 1987 H.D.   | Eye        | Dry  | Dk/NL      | Cloudy  | M   | 38  | VALID     | W/B auto crossed into E/B lane to turn south/oncoming e/b mc struck auto pas side/mc oper eject.     | USH       | None       |
| Sun | 10:01 PM | D            | 1     | 1987 Honda  | None       | Dry  | Dk/NL      | Cloudy  | M   | 19  | INVALID   | Motorcycle struck a tree.  | Local     | 1          |
| Sun | 10:20 PM | D            | 2     | 2003 H.D.   | Eye        | Dry  | Dk/NL      | Clear   | M   | 53  | VALID     | MC struck from behind when it changed lanes & slowed due to car fire on right road shoulder.         | STH       | None       |
| Sun | 10:24 PM | D            | 1     | 1985 H.D.   | None       | Dry  | Dk/NL      | Clear   | M   | 25  | INVALID   | MC lost control while attempting to negotiate curve/left road/airborne/struck embank/oper ejected.   | STH       | 2,11       |
| Sun | 10:45 PM | D            | 1     | 1978 Yamaha | None       | Dry  | Dk/NL      | Clear   | M   | 22  | INVALID   | Motorcycle left road/struck ditch/mc operator ejected/came to rest in field.                         | Local     | 11         |

## Legend

### Light Conditions

DK = Dark  
NL = No light

### Road Type

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

### Possible Contributing (PCCs) - of cycle driver

1 = Exceeding speed limit  
2 = Speed fast/comdition  
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

Source: WisDOT/DMV/Traffic Accident Section

## **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; 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: [ron.thompson@dot.state.wi.us](mailto:ron.thompson@dot.state.wi.us)  
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 Dr  
Pickerington, Ohio 43147  
(614) 856-1900  
Website: [www.ama-cycle.org](http://www.ama-cycle.org)

National Association of State Motorcycle  
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