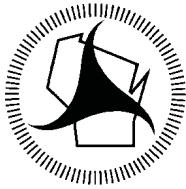


2009 WISCONSIN MOTORCYCLE SAFETY FACTS BOOK



Prepared by the
Wisconsin Department
of Transportation



Wisconsin Department of Transportation

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Dear Traffic Safety Advocate:

The Department of Transportation's Bureau of Transportation Safety is happy to provide to you a copy of the "2009 Wisconsin Motorcycle Safety Facts Book."

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

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

Sincerely,

A handwritten signature in cursive script that reads "Daniel W. Lonsdorf".

Major Daniel W. Lonsdorf
Director

2009 MOTORCYCLE SAFETY AT A GLANCE

- In 2009, there were 6.2 registered motorcycles for every 100 Wisconsin residents. In 10 years, the number of residents holding a Class M endorsement (motorcycle license) has increased by 24% from 368,090 in 2000 to 484,370 in 2009.
- In 2009, 82 motorcyclists, including passengers, were killed in traffic crashes compared to 87 in 2008, a 6% decrease. This figure is also 21% higher than the 65 fatalities that occurred in 1999.
- 2,165 motorcyclists were injured on Wisconsin roads in 2009. That represents a 17.0% decrease from the 2,609 injured in 2008 and a 6.9% increase from 2000. An additional 110 non-motorcyclists were injured in crashes involving motorcycles in 2009.
- While cyclists between ages 35 and 54 account for 51.9% of licensed motorcyclists, they accounted for 46.2% of motorcyclists in crashes in 2009. 16-24 year olds account for only 4.0% of the licensed motorcyclists, but account for 16.0% of those in crashes in 2009.
- Since 1996, cyclists in the 45 and older age group experienced the largest increase in the number of fatalities of any age group. In 2009, 41 cyclists in this group were killed compared to eleven in 1996. This represents nearly a four-fold increase.
- Alcohol and/or speed were the primary contributing factors in 68% of fatal single unit motorcycle crashes in 2009 and in 31% of all single unit crashes.
- There were 237 alcohol-related motorcycle crashes in 2009. Of these, 204 or 86.0% occurred between 4 p.m. and 4 a.m.
- In 2009, only 3.8% of passenger car/deer crashes and 2.9% of utility truck/deer crashes resulted in death or injury to a motor vehicle occupant. 76.1% of motorcycle/deer crashes resulted in death or injury to a motorcyclist.
- Motorcycle helmets were known to have been worn by 27 (33%) of the 82 motorcyclists killed in traffic crashes in 2009.
- Motorcycle helmets were known to have been worn by 38% of all motorcyclists involved in crashes in 2009.
- Nine out of 10 motorcycle crashes occurred on dry pavement in 2009.
- Approximately eight out of 10 Wisconsin residents who hold regular motorcycle endorsements are male.
- Saturday and Sunday are the two most common days for alcohol-related and non-alcohol-related motorcycle crashes. More than half of the alcohol related crashes occurred on these two days.
- More motorcycle crashes occur between 2 p.m. and 7 p.m. than any other five-hour time period.
- In general, more fatalities occur in the more densely populated southeast area of the state than in any other region in Wisconsin.
- The five most frequent possible contributing circumstances in both fatal and non-fatal motorcycle crashes in 2009 were: 1) Failure to control, 2) Inattentive driving, 3) Speed too fast/conditions, 4) Driver condition, 5) Exceeding speed limit.

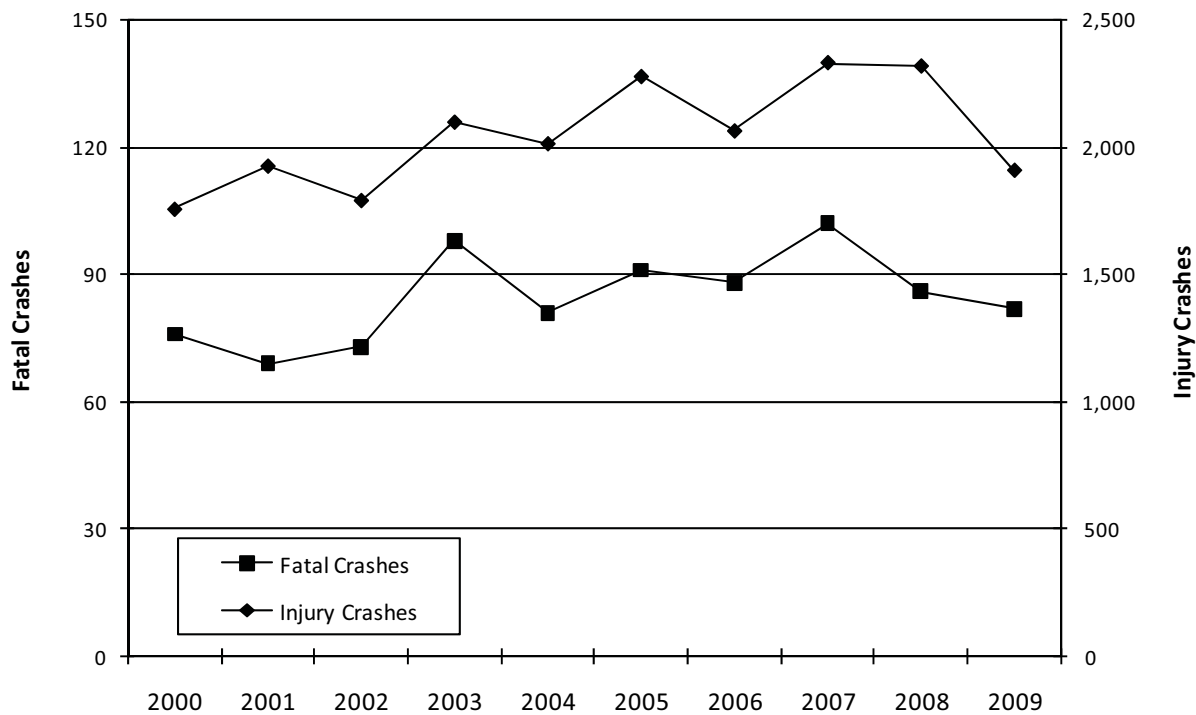
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Motorcycle Crashes 10-Year Summary

| Year | Registered Cycles | Cyclist Fatalities | Fatal Crashes | Single Unit Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | Cyclists Killed Without Helmet or Unknown | Cyclists Killed Wearing Helmet |
|------|-------------------|--------------------|---------------|---------------------------|----------------|-------------------------|---------------|---|--------------------------------|
| 2000 | 175,486 | 78 | 76 | 35 | 1,760 | 242 | 2,078 | 63 | 15 |
| 2001 | 201,143 | 70 | 69 | 41 | 1,928 | 288 | 2,285 | 56 | 14 |
| 2002 | 198,495 | 78 | 73 | 34 | 1,794 | 317 | 2,184 | 63 | 15 |
| 2003 | 225,181 | 100 | 98 | 57 | 2,099 | 315 | 2,512 | 76 | 24 |
| 2004 | 221,982 | 80 | 81 | 47 | 2,015 | 327 | 2,423 | 62 | 18 |
| 2005 | 303,040 | 92 | 91 | 45 | 2,277 | 312 | 2,680 | 70 | 22 |
| 2006 | 291,534 | 93 | 88 | 46 | 2,065 | 288 | 2,441 | 69 | 24 |
| 2007 | 322,505 | 106 | 102 | 51 | 2,331 | 355 | 2,788 | 70 | 26 |
| 2008 | 327,938 | 87 | 86 | 48 | 2,318 | 425 | 2,829 | 66 | 19 |
| 2009 | 355,487 | 82 | 82 | 37 | 1,912 | 351 | 2,345 | 55 | 27 |

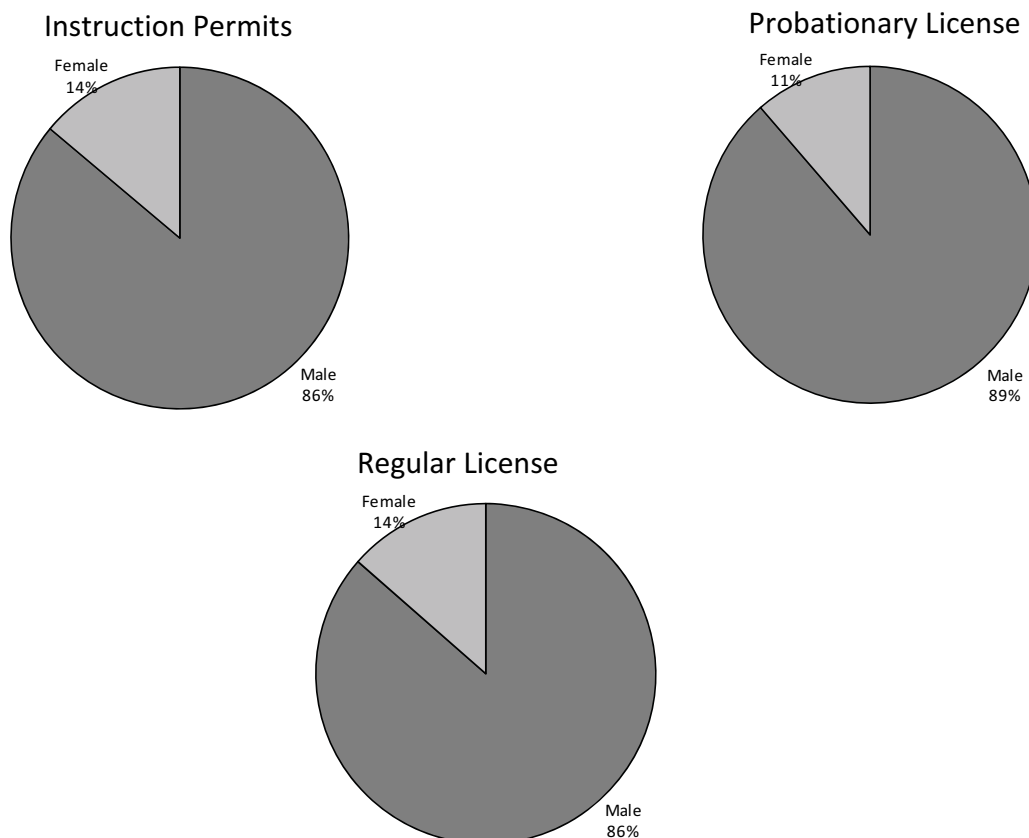
2000-2009 Fatal and Injury Motorcycle Crashes



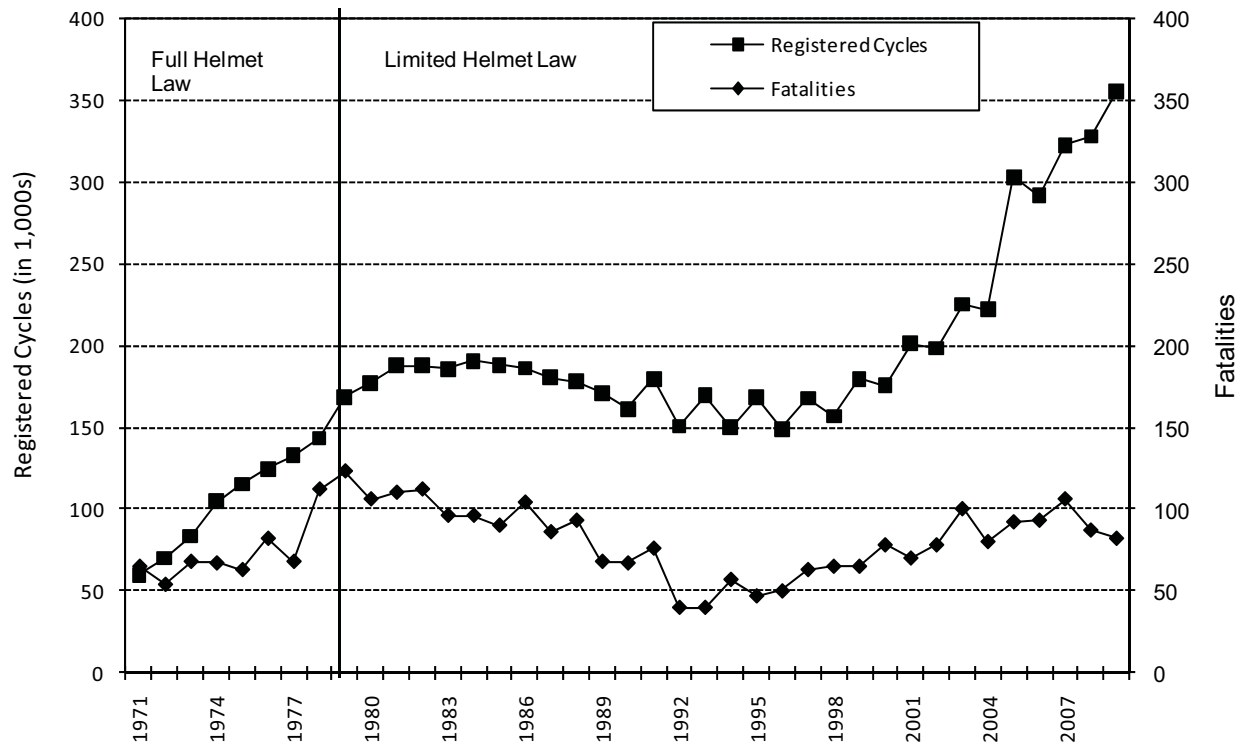
Drivers with Motorcycle Endorsements by Type, Gender, and Age

| Motorcycle License - Class M | | | | | | | | | |
|------------------------------|---------------------|------------|--------------|------------|----------------|---------------|----------------|---------------|----------------|
| Age | Instruction Permits | | Probationary | | Regular | | Totals | | Total |
| | Male | Female | Male | Female | Male | Female | Male | Female | |
| 16 | 23 | 0 | 145 | 13 | 0 | 0 | 168 | 13 | 181 |
| 17 | 37 | 10 | 484 | 81 | 0 | 0 | 521 | 91 | 612 |
| 18 | 214 | 14 | 936 | 114 | 14 | 0 | 1,164 | 128 | 1,292 |
| 19 | 360 | 32 | 98 | 15 | 1,228 | 148 | 1,686 | 195 | 1,881 |
| 20 | 355 | 25 | 68 | 11 | 1,789 | 240 | 2,212 | 276 | 2,488 |
| 21 | 306 | 31 | 54 | 11 | 2,107 | 304 | 2,467 | 346 | 2,813 |
| 22 | 271 | 29 | 31 | 3 | 2,372 | 414 | 2,674 | 446 | 3,120 |
| 23 | 288 | 34 | 22 | 1 | 2,709 | 453 | 3,019 | 488 | 3,507 |
| 24 | 266 | 26 | 21 | 1 | 3,066 | 520 | 3,353 | 547 | 3,900 |
| 25-34 | 1,685 | 199 | 129 | 13 | 43,458 | 8,933 | 45,272 | 9,145 | 54,417 |
| 35-44 | 1,019 | 240 | 72 | 6 | 79,861 | 16,057 | 80,952 | 16,303 | 97,255 |
| 45-54 | 801 | 250 | 45 | 1 | 134,525 | 22,221 | 135,371 | 22,472 | 157,843 |
| 55-64 | 355 | 84 | 7 | 0 | 100,969 | 11,976 | 101,331 | 12,060 | 113,391 |
| 65-74 | 109 | 11 | 1 | 0 | 34,086 | 3,207 | 34,196 | 3,218 | 37,414 |
| 75+ | 17 | 2 | 0 | 0 | 10,653 | 677 | 10,670 | 679 | 11,349 |
| TOTAL | 6,106 | 987 | 2,113 | 270 | 416,837 | 65,150 | 425,056 | 66,407 | 491,463 |

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



Registered Cycles and Motorcycle Rider Fatalities (1971-2009)



Motorcycle Sales in Wisconsin (TOTAL)

| Year | New Cycles | Used Cycles Dealer | Used Cycles Private | Total Cycle Sales |
|------|------------|--------------------|---------------------|-------------------|
| 2005 | 22,241 | 9,646 | 25,566 | 57,453 |
| 2006 | 24,089 | 10,834 | 28,608 | 63,531 |
| 2007 | 24,633 | 11,837 | 26,654 | 63,124 |
| 2008 | 28,417 | 12,459 | 32,571 | 73,447 |
| 2009 | 14,218 | 10,408 | 24,765 | 49,391 |

Motorcycle Sales in Wisconsin (USED)

| Year | Dealer | Private | Percent Dealer | Percent Private |
|------|--------|---------|----------------|-----------------|
| 2005 | 9,646 | 25,566 | 27.4% | 72.6% |
| 2006 | 10,834 | 28,608 | 27.5% | 72.5% |
| 2007 | 11,837 | 26,654 | 30.8% | 69.2% |
| 2008 | 12,459 | 32,571 | 27.7% | 72.3% |
| 2009 | 10,408 | 24,765 | 29.6% | 70.4% |

Motorcycle Sales (NEW VS USED)

| Year | New Cycles | Used Cycles | Percent | |
|------|------------|-------------|---------|-------|
| | | | New | Used |
| 2005 | 22,241 | 35,212 | 38.7% | 61.3% |
| 2006 | 24,089 | 39,442 | 37.9% | 62.1% |
| 2007 | 24,633 | 38,491 | 39.0% | 61.0% |
| 2008 | 28,417 | 45,030 | 38.7% | 61.3% |
| 2009 | 14,218 | 35,173 | 28.8% | 71.2% |

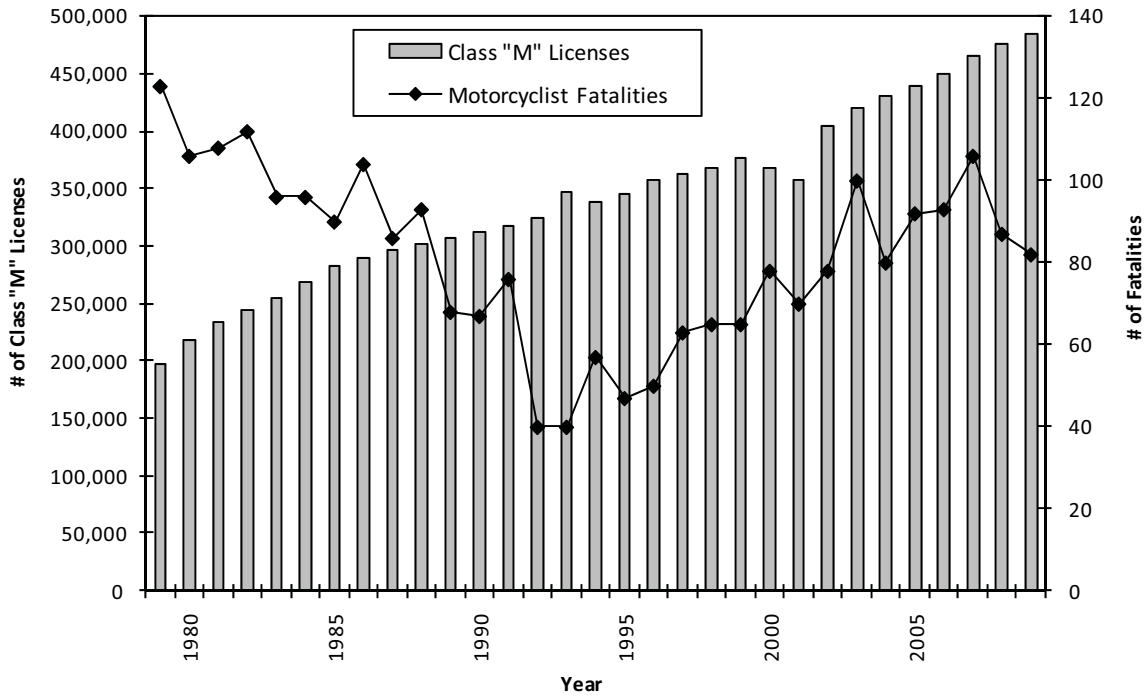
Motorcycle Sales (DEALER VS PRIVATE)

| Year | Dealer | Private | Percent | |
|------|--------|---------|---------|---------|
| | | | Dealer | Private |
| 2005 | 31,887 | 25,566 | 55.5% | 44.5% |
| 2006 | 34,923 | 28,608 | 55.0% | 45.0% |
| 2007 | 36,470 | 26,654 | 57.8% | 42.2% |
| 2008 | 40,876 | 32,571 | 55.7% | 44.3% |
| 2009 | 24,626 | 24,765 | 49.9% | 50.1% |

Registered Cycles and Total Crashes by County

| | 2009 Estimated Population | Registered Cycles | Cycles per 1000 Residents | Total Cycle Crashes | Crashes per 100 Registered | Total Vehicle Crashes | % Cycle Crashes |
|----------------|------------------------------|-------------------|------------------------------|------------------------|-------------------------------|--------------------------|--------------------|
| Adams | 22,112 | 1,704 | 77.06 | 10 | 0.59 | 386 | 2.59% |
| Ashland | 17,055 | 936 | 54.88 | 5 | 0.53 | 230 | 2.17% |
| Barron | 48,200 | 3,572 | 74.11 | 8 | 0.22 | 651 | 1.23% |
| Bayfield | 16,411 | 1,224 | 74.58 | 12 | 0.98 | 263 | 4.56% |
| Brown | 245,426 | 16,201 | 66.01 | 73 | 0.45 | 3,820 | 1.91% |
| Buffalo | 14,292 | 1,143 | 79.97 | 24 | 2.10 | 248 | 9.68% |
| Burnett | 16,911 | 1,204 | 71.20 | 11 | 0.91 | 241 | 4.56% |
| Calumet | 46,642 | 3,808 | 81.64 | 21 | 0.55 | 724 | 2.90% |
| Chippewa | 62,286 | 4,636 | 74.43 | 28 | 0.60 | 1,172 | 2.39% |
| Clark | 34,900 | 2,159 | 61.86 | 5 | 0.23 | 608 | 0.82% |
| Columbia | 56,423 | 3,827 | 67.83 | 41 | 1.07 | 1,481 | 2.77% |
| Crawford | 17,674 | 1,151 | 65.12 | 9 | 0.78 | 327 | 2.75% |
| Dane | 473,622 | 22,610 | 47.74 | 145 | 0.64 | 9,343 | 1.55% |
| Dodge | 90,022 | 6,623 | 73.57 | 31 | 0.47 | 1,467 | 2.11% |
| Door | 30,529 | 3,485 | 114.15 | 18 | 0.52 | 760 | 2.37% |
| Douglas | 44,448 | 2,524 | 56.79 | 11 | 0.44 | 786 | 1.40% |
| Dunn | 43,683 | 2,854 | 65.33 | 19 | 0.67 | 916 | 2.07% |
| Eau Claire | 99,019 | 5,460 | 55.14 | 26 | 0.48 | 2,037 | 1.28% |
| Florence | 5,346 | 405 | 75.76 | 1 | 0.25 | 95 | 1.05% |
| Fond Du Lac | 102,151 | 7,453 | 72.96 | 48 | 0.64 | 2,120 | 2.26% |
| Forest | 10,483 | 692 | 66.01 | 3 | 0.43 | 183 | 1.64% |
| Grant | 51,688 | 3,986 | 77.12 | 25 | 0.63 | 1,109 | 2.25% |
| Green | 36,603 | 3,058 | 83.55 | 20 | 0.65 | 765 | 2.61% |
| Green Lake | 19,728 | 1,414 | 71.67 | 6 | 0.42 | 465 | 1.29% |
| Iowa | 24,351 | 1,703 | 69.94 | 18 | 1.06 | 417 | 4.32% |
| Iron | 7,096 | 512 | 72.15 | 2 | 0.39 | 65 | 3.08% |
| Jackson | 20,305 | 1,844 | 90.82 | 12 | 0.65 | 511 | 2.35% |
| Jefferson | 81,310 | 6,076 | 74.73 | 40 | 0.66 | 1,362 | 2.94% |
| Juneau | 27,774 | 2,106 | 75.83 | 19 | 0.90 | 719 | 2.64% |
| Kenosha | 162,243 | 9,852 | 60.72 | 73 | 0.74 | 3,567 | 2.05% |
| Kewaunee | 21,488 | 2,073 | 96.47 | 10 | 0.48 | 320 | 3.13% |
| La Crosse | 113,318 | 6,544 | 57.75 | 38 | 0.58 | 2,587 | 1.47% |
| Lafayette | 16,600 | 1,231 | 74.16 | 7 | 0.57 | 513 | 1.36% |
| Langlade | 21,844 | 1,443 | 66.06 | 13 | 0.90 | 280 | 4.64% |
| Lincoln | 30,781 | 2,278 | 74.01 | 22 | 0.97 | 622 | 3.54% |
| Manitowoc | 85,065 | 7,969 | 93.68 | 42 | 0.53 | 1,571 | 2.67% |
| Marathon | 136,376 | 8,970 | 65.77 | 43 | 0.48 | 2,701 | 1.59% |
| Marinette | 45,019 | 3,495 | 77.63 | 26 | 0.74 | 853 | 3.05% |
| Marquette | 15,516 | 1,258 | 81.08 | 10 | 0.79 | 371 | 2.70% |
| Menominee | 4,655 | 59 | 12.67 | 3 | 5.08 | 18 | 16.67% |
| Milwaukee | 931,830 | 30,722 | 32.97 | 306 | 1.00 | 19,502 | 1.57% |
| Monroe | 44,620 | 3,674 | 82.34 | 23 | 0.63 | 1,148 | 2.00% |
| Oconto | 39,455 | 3,654 | 92.61 | 15 | 0.41 | 491 | 3.05% |
| Oneida | 39,129 | 2,968 | 75.85 | 26 | 0.88 | 900 | 2.89% |
| Outagamie | 175,530 | 14,176 | 80.76 | 62 | 0.44 | 3,252 | 1.91% |
| Ozaukee | 87,173 | 5,745 | 65.90 | 27 | 0.47 | 1,190 | 2.27% |
| Pepin | 7,777 | 652 | 83.84 | 13 | 1.99 | 162 | 8.02% |
| Pierce | 40,704 | 2,958 | 72.67 | 33 | 1.12 | 552 | 5.98% |
| Polk | 46,231 | 3,279 | 70.93 | 19 | 0.58 | 511 | 3.72% |
| Portage | 70,785 | 4,184 | 59.11 | 20 | 0.48 | 1,443 | 1.39% |
| Price | 16,173 | 1,127 | 69.68 | 8 | 0.71 | 187 | 4.28% |
| Racine | 196,380 | 11,495 | 58.53 | 86 | 0.75 | 3,606 | 2.38% |
| Richland | 18,345 | 1,353 | 73.75 | 13 | 0.96 | 443 | 2.93% |
| Rock | 160,635 | 10,262 | 63.88 | 78 | 0.76 | 2,847 | 2.74% |
| Rusk | 15,697 | 967 | 61.60 | 5 | 0.52 | 198 | 2.53% |
| St. Croix | 79,905 | 6,132 | 76.74 | 22 | 0.36 | 1,613 | 1.36% |
| Sauk | 61,338 | 4,382 | 71.44 | 50 | 1.14 | 1,635 | 3.06% |
| Sawyer | 17,846 | 928 | 52.00 | 15 | 1.62 | 273 | 5.49% |
| Shawano | 42,780 | 2,956 | 69.10 | 11 | 0.37 | 1,275 | 0.86% |
| Sheboygan | 117,566 | 9,946 | 84.60 | 62 | 0.62 | 2,120 | 2.92% |
| Taylor | 20,177 | 1,458 | 72.26 | 2 | 0.14 | 426 | 0.47% |
| Trempealeau | 28,534 | 2,242 | 78.57 | 8 | 0.36 | 465 | 1.72% |
| Vernon | 29,910 | 1,883 | 62.96 | 25 | 1.33 | 689 | 3.63% |
| Vilas | 23,389 | 1,818 | 77.73 | 10 | 0.55 | 469 | 2.13% |
| Walworth | 101,808 | 7,649 | 75.13 | 43 | 0.56 | 1,753 | 2.45% |
| Washburn | 17,798 | 1,133 | 63.66 | 6 | 0.53 | 298 | 2.01% |
| Washington | 131,066 | 9,864 | 75.26 | 73 | 0.74 | 2,510 | 2.91% |
| Waukesha | 383,190 | 23,989 | 62.60 | 169 | 0.70 | 6,712 | 2.52% |
| Waupaca | 54,401 | 4,209 | 77.37 | 31 | 0.74 | 1,335 | 2.32% |
| Waushara | 25,438 | 2,010 | 79.02 | 16 | 0.80 | 698 | 2.29% |
| Winnebago | 165,864 | 10,884 | 65.62 | 69 | 0.63 | 3,411 | 2.02% |
| Wood | 77,171 | 6,416 | 83.14 | 21 | 0.33 | 1,203 | 1.75% |
| Wisconsin 2009 | 5,688,040 | 354,657 | 62.35 | 2,345 | 0.66 | 109,991 | 2.13% |
| US 2007 | 301,621,157 | 7,138,476 | 23.67 | 123,000 | 1.72 | 6,024,000 | 2.04% |

Motorcyclist Fatalities and Number of Operators with Class "M" Licenses (1979-2009)



Motorcyclist Injured or Killed by Age and Injury Severity by Gender

| Age | Injury Severity by Gender | | | | | | | | | | | | | | | | TOTAL | | | | |
|--------------|---------------------------|-----------|----------|-----------|----------------|------------|----------|------------|-------------------|------------|----------|--------------|-----------|------------|----------|------------|------------|--------------|----------|----------|--------------|
| | Killed | | | | Incapacitating | | | | Nonincapacitating | | | | Possible | | | | F | M | Unk | Tot | |
| | F | M | Unk | Tot | F | M | Unk | Tot | F | M | Unk | Tot | F | M | Unk | Tot | | | | | |
| 1-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 |
| 5-9 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 3 | 0 | 7 | 0 | 1 | 0 | 1 | 4 | 5 | 0 | 0 | 9 |
| 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 2 | 1 | 8 | 0 | 0 | 9 |
| 17 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 9 | 0 | 10 | 0 | 2 | 0 | 2 | 1 | 13 | 0 | 0 | 14 |
| 18 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 5 | 1 | 13 | 0 | 14 | 1 | 4 | 0 | 5 | 2 | 24 | 0 | 0 | 26 |
| 19 | 0 | 1 | 0 | 1 | 3 | 7 | 0 | 10 | 6 | 20 | 0 | 26 | 2 | 8 | 0 | 10 | 11 | 36 | 0 | 0 | 47 |
| 20 | 0 | 2 | 0 | 2 | 1 | 5 | 0 | 6 | 1 | 34 | 0 | 35 | 2 | 10 | 0 | 12 | 4 | 51 | 0 | 0 | 55 |
| 21 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 12 | 6 | 27 | 0 | 33 | 3 | 10 | 0 | 13 | 10 | 48 | 0 | 0 | 58 |
| 22 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 13 | 6 | 22 | 0 | 28 | 1 | 18 | 0 | 19 | 7 | 55 | 0 | 0 | 62 |
| 23 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 10 | 3 | 21 | 0 | 24 | 3 | 7 | 0 | 10 | 8 | 36 | 0 | 0 | 44 |
| 24 | 0 | 2 | 0 | 2 | 1 | 7 | 0 | 8 | 4 | 30 | 0 | 34 | 0 | 5 | 0 | 5 | 5 | 44 | 0 | 0 | 49 |
| 25-34 | 2 | 12 | 0 | 14 | 17 | 79 | 0 | 96 | 29 | 171 | 0 | 200 | 14 | 56 | 0 | 70 | 62 | 318 | 0 | 0 | 380 |
| 35-44 | 6 | 12 | 0 | 18 | 38 | 86 | 0 | 124 | 46 | 168 | 0 | 214 | 20 | 72 | 0 | 92 | 110 | 338 | 0 | 0 | 448 |
| 45-54 | 3 | 12 | 0 | 15 | 43 | 138 | 0 | 181 | 58 | 229 | 0 | 287 | 27 | 100 | 0 | 127 | 131 | 479 | 0 | 0 | 610 |
| 55-64 | 0 | 20 | 0 | 20 | 21 | 79 | 0 | 100 | 25 | 111 | 0 | 136 | 15 | 57 | 0 | 72 | 61 | 267 | 0 | 0 | 328 |
| 65-74 | 0 | 6 | 0 | 6 | 1 | 24 | 0 | 25 | 4 | 36 | 0 | 40 | 1 | 15 | 0 | 16 | 6 | 81 | 0 | 0 | 87 |
| 75-84 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 7 | 0 | 0 | 7 |
| Unknown | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 1 | 4 | 0 | 0 | 2 | 2 | 6 | 0 | 3 | 0 | 9 |
| TOTAL | 11 | 71 | 0 | 82 | 132 | 469 | 0 | 601 | 199 | 903 | 1 | 1,103 | 89 | 370 | 2 | 461 | 431 | 1,813 | 3 | 0 | 2,247 |

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

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

| Month | Fatal Crashes | | | Injury Crashes | | | Property Damage Crashes | | | Total Crashes | | | Total Persons Killed | | | Total Persons Injured | | |
|--------------|---------------|-----------|-----------|----------------|------------|--------------|-------------------------|------------|------------|---------------|--------------|--------------|----------------------|-----------|-----------|-----------------------|------------|--------------|
| | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot | Rur | Urb | Tot |
| Jan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb | 2 | 0 | 2 | 4 | 3 | 7 | 0 | 2 | 2 | 6 | 5 | 11 | 2 | 0 | 2 | 7 | 3 | 10 |
| Mar | 1 | 2 | 3 | 23 | 26 | 49 | 2 | 7 | 9 | 26 | 35 | 61 | 1 | 2 | 3 | 31 | 29 | 60 |
| Apr | 4 | 2 | 6 | 64 | 60 | 124 | 13 | 14 | 27 | 81 | 76 | 157 | 4 | 2 | 6 | 77 | 63 | 140 |
| May | 14 | 4 | 18 | 172 | 127 | 299 | 22 | 23 | 45 | 208 | 154 | 362 | 14 | 4 | 18 | 205 | 152 | 357 |
| Jun | 9 | 8 | 17 | 210 | 147 | 357 | 34 | 35 | 69 | 253 | 190 | 443 | 10 | 8 | 18 | 252 | 167 | 419 |
| Jul | 7 | 2 | 9 | 194 | 133 | 327 | 26 | 26 | 52 | 227 | 161 | 388 | 7 | 2 | 9 | 234 | 163 | 397 |
| Aug | 7 | 1 | 8 | 185 | 121 | 306 | 28 | 32 | 60 | 220 | 154 | 374 | 8 | 1 | 9 | 217 | 144 | 361 |
| Sep | 7 | 5 | 12 | 191 | 117 | 308 | 29 | 23 | 52 | 227 | 145 | 372 | 7 | 5 | 12 | 239 | 136 | 375 |
| Oct | 4 | 0 | 4 | 30 | 41 | 71 | 6 | 8 | 14 | 40 | 49 | 89 | 4 | 0 | 4 | 35 | 42 | 77 |
| Nov | 3 | 0 | 3 | 30 | 30 | 60 | 11 | 9 | 20 | 44 | 39 | 83 | 3 | 0 | 3 | 38 | 36 | 74 |
| Dec | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 1 | 1 | 2 | 3 | 5 | 0 | 0 | 0 | 2 | 3 | 5 |
| TOTAL | 58 | 24 | 82 | 1,105 | 807 | 1,912 | 171 | 180 | 351 | 1,334 | 1,011 | 2,345 | 60 | 24 | 84 | 1,337 | 938 | 2,275 |

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

2005-2009 Fatal Motorcycle Crashes/Motorcyclists Killed by County

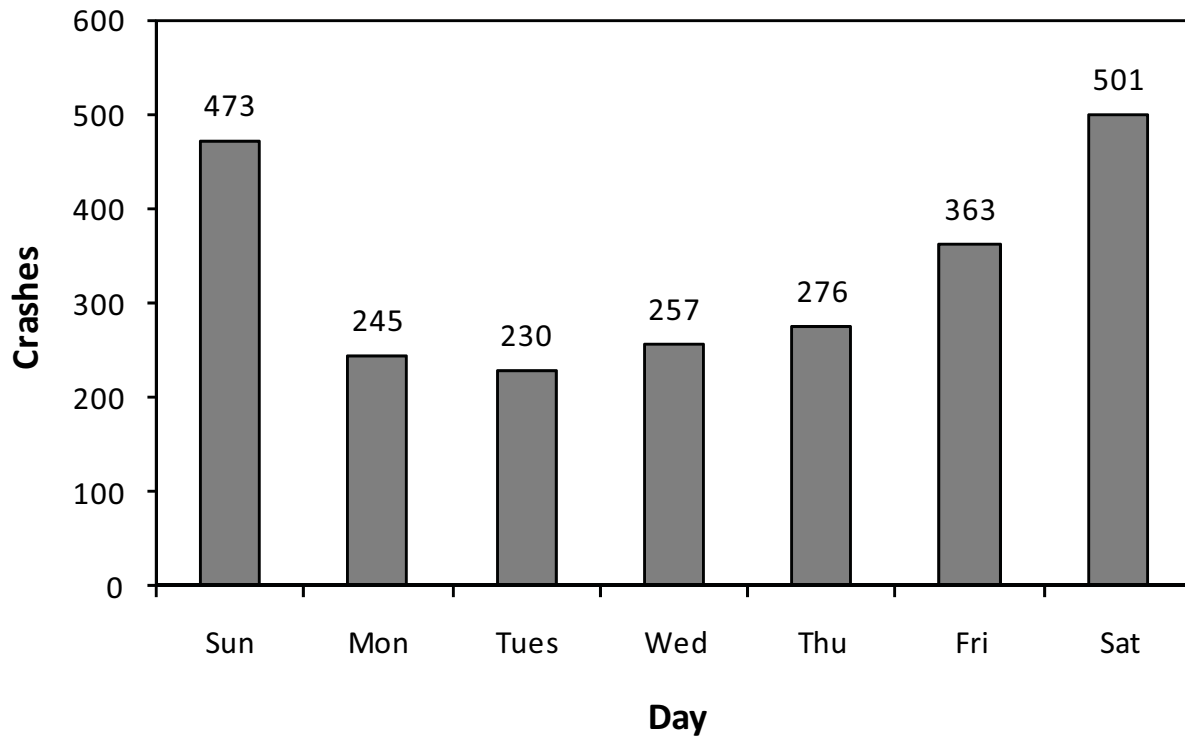


Note: Numbers represent five-year totals of fatal motorcycle crashes/motorcyclists killed. Fatal crash numbers may also include crashes involving non-motorcyclists.

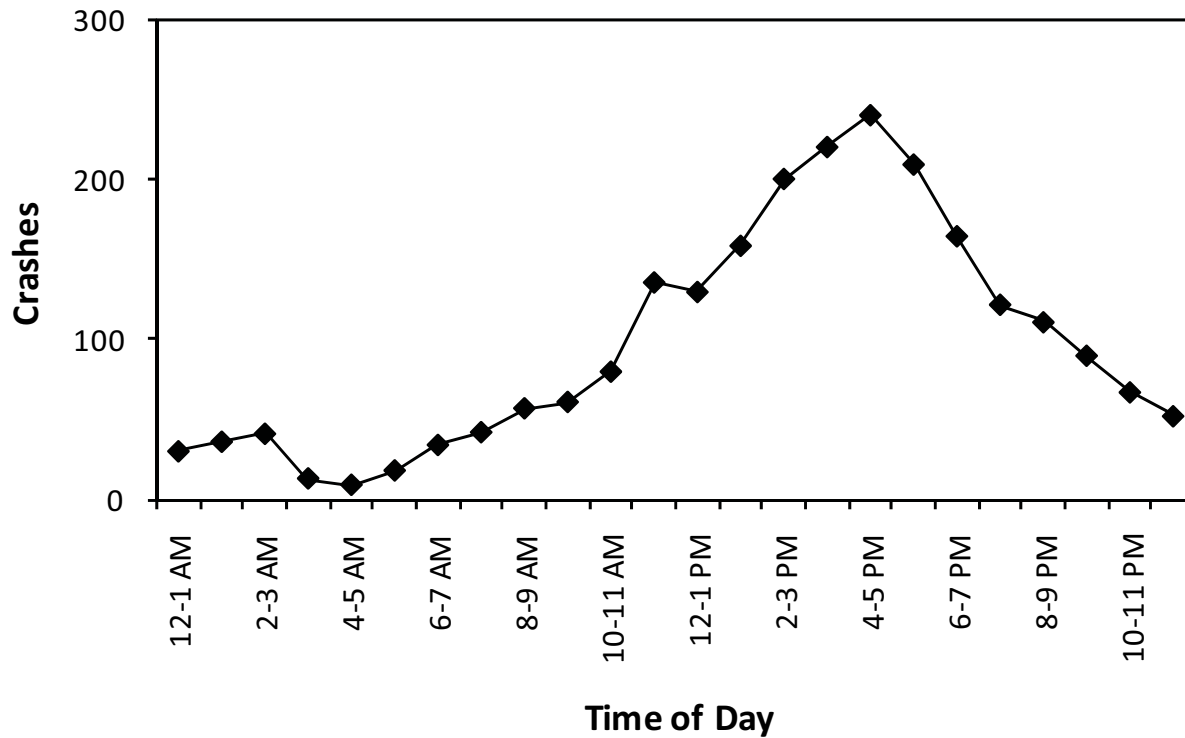
Motorcycle Crashes by Time of Day and Day of Week

| Time | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | TOTAL |
|--------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| 12-1 AM | 10 | 3 | 0 | 3 | 1 | 3 | 10 | 30 |
| 1-2 AM | 7 | 3 | 2 | 3 | 6 | 6 | 9 | 36 |
| 2-3 AM | 15 | 4 | 5 | 5 | 5 | 3 | 4 | 41 |
| 3-4 AM | 5 | 2 | 1 | 1 | 0 | 1 | 3 | 13 |
| 4-5 AM | 0 | 2 | 0 | 1 | 2 | 1 | 3 | 9 |
| 5-6 AM | 3 | 3 | 3 | 2 | 2 | 2 | 3 | 18 |
| 6-7 AM | 3 | 8 | 6 | 3 | 6 | 8 | 0 | 34 |
| 7-8 AM | 2 | 2 | 9 | 11 | 5 | 9 | 4 | 42 |
| 8-9 AM | 6 | 4 | 8 | 7 | 8 | 12 | 12 | 57 |
| 9-10 AM | 7 | 6 | 5 | 5 | 11 | 15 | 12 | 61 |
| 10-11 AM | 15 | 6 | 4 | 3 | 9 | 11 | 32 | 80 |
| 11-12 PM | 39 | 8 | 9 | 17 | 11 | 17 | 35 | 136 |
| 12-1 PM | 29 | 13 | 8 | 13 | 15 | 21 | 31 | 130 |
| 1-2 PM | 31 | 15 | 14 | 15 | 19 | 23 | 42 | 159 |
| 2-3 PM | 51 | 18 | 19 | 15 | 22 | 34 | 42 | 201 |
| 3-4 PM | 49 | 27 | 24 | 24 | 20 | 39 | 38 | 221 |
| 4-5 PM | 45 | 24 | 32 | 32 | 26 | 30 | 52 | 241 |
| 5-6 PM | 44 | 21 | 19 | 27 | 24 | 36 | 39 | 210 |
| 6-7 PM | 31 | 23 | 16 | 20 | 19 | 25 | 31 | 165 |
| 7-8 PM | 21 | 19 | 16 | 10 | 11 | 17 | 28 | 122 |
| 8-9 PM | 25 | 14 | 13 | 18 | 19 | 10 | 12 | 111 |
| 9-10 PM | 15 | 7 | 10 | 3 | 13 | 19 | 23 | 90 |
| 10-11 PM | 4 | 8 | 2 | 11 | 10 | 9 | 23 | 67 |
| 11-12 AM | 13 | 3 | 2 | 5 | 12 | 9 | 8 | 52 |
| Unknown | 3 | 2 | 3 | 3 | 0 | 3 | 5 | 19 |
| TOTAL | 473 | 245 | 230 | 257 | 276 | 363 | 501 | 2,345 |

Motorcycle Crashes by Day of Week



Motorcycle Crashes by Time of Day

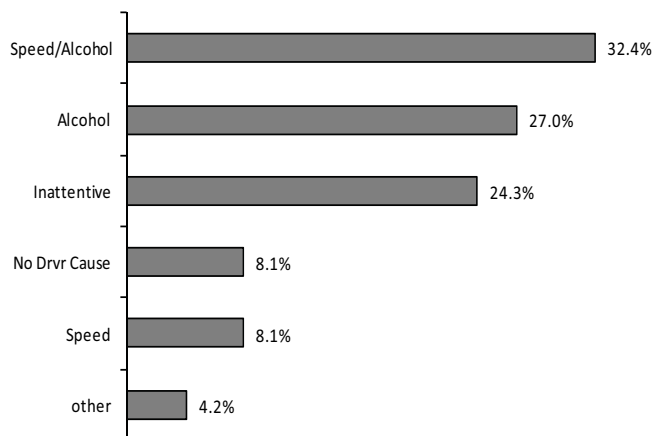


Motorcycle Drivers in Crashes by Age Group

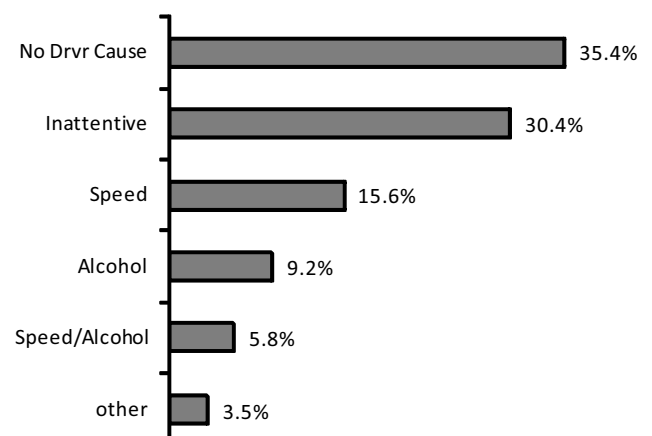
| Age | Cyclists with an Instr. Permit or Endorsement | Percent of Licensed Cyclists | Percent of Cyclists in Age Group Involved in Crashes | Number of Cyclists in Age Group in Crashes | Percent of Total Cyclists in Crashes | Cyclists in Fatal Crashes | Cyclists in Injury Crashes | Cyclists in Property Damage Crashes |
|--------------|---|------------------------------|--|--|--------------------------------------|---------------------------|----------------------------|-------------------------------------|
| 10-14 | 0 | 0.00% | N/A | 1 | 0.04% | 0 | 1 | 0 |
| 15 | 0 | 0.00% | N/A | 0 | 0.00% | 0 | 0 | 0 |
| 16 | 181 | 0.04% | 3.87% | 7 | 0.29% | 0 | 7 | 0 |
| 17 | 612 | 0.12% | 2.45% | 15 | 0.62% | 0 | 12 | 3 |
| 18 | 1,292 | 0.26% | 2.55% | 33 | 1.36% | 2 | 25 | 6 |
| 19 | 1,881 | 0.38% | 2.23% | 42 | 1.74% | 1 | 38 | 3 |
| 20 | 2,488 | 0.51% | 2.53% | 63 | 2.61% | 2 | 51 | 10 |
| 21 | 2,813 | 0.57% | 2.20% | 62 | 2.56% | 0 | 51 | 11 |
| 22 | 3,120 | 0.63% | 2.02% | 63 | 2.61% | 3 | 55 | 5 |
| 23 | 3,507 | 0.71% | 1.40% | 49 | 2.03% | 0 | 43 | 6 |
| 24 | 3,900 | 0.79% | 1.33% | 52 | 2.15% | 2 | 45 | 5 |
| 25-34 | 54,417 | 11.07% | 0.75% | 409 | 16.91% | 13 | 334 | 62 |
| 35-44 | 97,255 | 19.79% | 0.50% | 483 | 19.98% | 17 | 393 | 73 |
| 45-54 | 157,843 | 32.12% | 0.40% | 635 | 26.26% | 16 | 544 | 75 |
| 55-64 | 113,391 | 23.07% | 0.30% | 339 | 14.02% | 22 | 279 | 38 |
| 65-74 | 37,414 | 7.61% | 0.26% | 99 | 4.09% | 6 | 79 | 14 |
| 75 & over | 11,349 | 2.31% | 0.09% | 10 | 0.41% | 0 | 8 | 2 |
| Unknown | 0 | 0.00% | N/A | 56 | 2.32% | 3 | 8 | 45 |
| TOTAL | 491,463 | 100.00% | N/A | 2,418 | 100.00% | 87 | 1,973 | 358 |

Single Unit Motorcycle Crashes Primary Driver Contributing Factors

Fatal Crashes



Total Crashes



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

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

| Manner of Collision | Highway Class | | | | | | | | | | | TOTAL | | |
|------------------------------------|-------------------|------------|--------------|----------------|------------|---------------|------------|------------|-------------------|-----------|-----------|--------------|--------------|--------------|
| | Local Street/Road | | | County Highway | | State Highway | | | Interstate System | | | | | |
| | Rural | Urban | Total | Rural | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| No collision w/ vehicle in transit | 300 | 294 | 594 | 351 | 351 | 318 | 112 | 430 | 24 | 38 | 62 | 993 | 444 | 1,437 |
| Angle | 38 | 180 | 218 | 26 | 26 | 62 | 88 | 150 | 1 | 1 | 2 | 127 | 269 | 396 |
| Rear end | 19 | 90 | 109 | 22 | 22 | 70 | 76 | 146 | 8 | 10 | 18 | 119 | 176 | 295 |
| Side swipe same direction | 7 | 60 | 67 | 6 | 6 | 29 | 20 | 49 | 1 | 2 | 3 | 43 | 82 | 125 |
| Side swipe opposite direction | 9 | 10 | 19 | 10 | 10 | 11 | 5 | 16 | 0 | 1 | 1 | 30 | 16 | 46 |
| Head on | 5 | 14 | 19 | 6 | 6 | 7 | 5 | 12 | 0 | 0 | 0 | 18 | 19 | 37 |
| Rear to rear | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| Unknown | 1 | 2 | 3 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 4 | 2 | 6 |
| TOTAL | 379 | 652 | 1,031 | 421 | 421 | 499 | 307 | 806 | 35 | 52 | 87 | 1,334 | 1,011 | 2,345 |

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

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

| Vehicle PCC's for Motorcycles | Crash Severity | | | | | | | | | Total Vehicle PCC's | | |
|-------------------------------|----------------|----------|----------|-----------|-----------|-----------|-----------------|----------|-----------|---------------------|-----------|-----------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Tires | 2 | 0 | 2 | 18 | 7 | 25 | 2 | 1 | 3 | 22 | 8 | 30 |
| Brakes | 1 | 0 | 1 | 10 | 8 | 18 | 3 | 1 | 4 | 14 | 9 | 23 |
| Steering | 0 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 5 | 2 | 7 |
| Disabled prior crash | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 2 |
| Suspension | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 1 | 1 | 2 |
| Head lamps | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Mirrors | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Other disabled | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Other | 0 | 0 | 0 | 17 | 5 | 22 | 6 | 4 | 10 | 23 | 9 | 32 |
| TOTAL | 3 | 0 | 3 | 53 | 24 | 77 | 12 | 7 | 19 | 68 | 31 | 99 |

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

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

Fixed Objects Struck in Single Unit Motorcycle Crashes

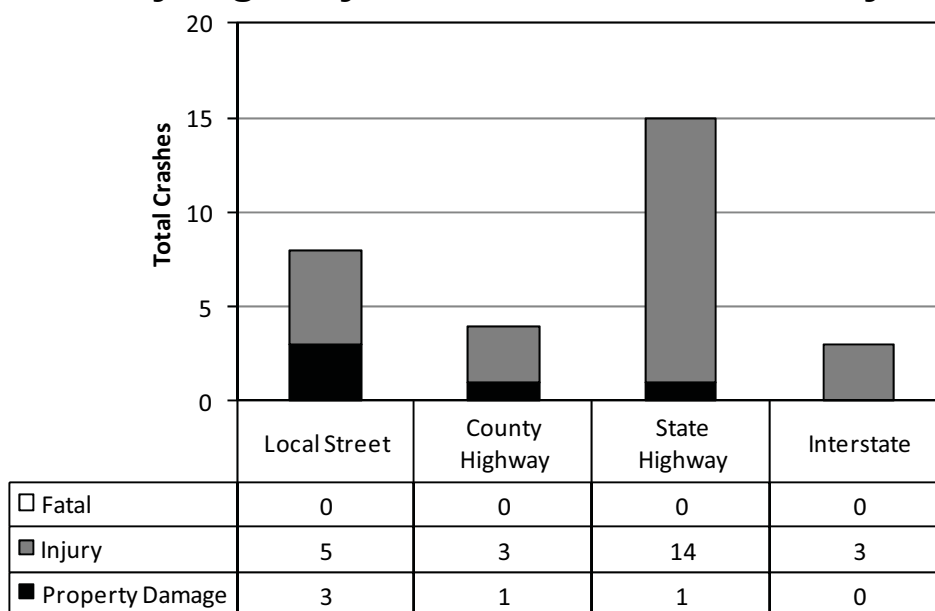
| Type of Fixed Object | Fatal | | | Injury | | | Property Damage | | | TOTAL | | |
|--------------------------|-----------|----------|-----------|------------|------------|------------|-----------------|----------|-----------|------------|------------|------------|
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Ditch | 8 | 0 | 8 | 145 | 10 | 155 | 17 | 2 | 19 | 170 | 12 | 182 |
| Curb | 0 | 3 | 3 | 11 | 56 | 67 | 1 | 1 | 2 | 12 | 60 | 72 |
| Other Fixed Object | 4 | 1 | 5 | 17 | 15 | 32 | 4 | 2 | 6 | 25 | 18 | 43 |
| Other Object (Not Fixed) | 0 | 0 | 0 | 15 | 8 | 23 | 3 | 1 | 4 | 18 | 9 | 27 |
| Tree | 4 | 1 | 5 | 15 | 4 | 19 | 1 | 0 | 1 | 20 | 5 | 25 |
| Culvert | 2 | 0 | 2 | 14 | 0 | 14 | 0 | 0 | 0 | 16 | 0 | 16 |
| Embankment | 1 | 0 | 1 | 11 | 0 | 11 | 1 | 0 | 1 | 13 | 0 | 13 |
| Traffic Sign Post | 0 | 0 | 0 | 5 | 4 | 9 | 3 | 0 | 3 | 8 | 4 | 12 |
| Guardrail Face | 2 | 0 | 2 | 7 | 1 | 8 | 2 | 0 | 2 | 11 | 1 | 12 |
| Other Post | 1 | 1 | 2 | 4 | 4 | 8 | 0 | 1 | 1 | 5 | 6 | 11 |
| Utility Pole | 1 | 1 | 2 | 5 | 2 | 7 | 1 | 0 | 1 | 7 | 3 | 10 |
| Mailbox | 1 | 0 | 1 | 4 | 3 | 7 | 1 | 0 | 1 | 6 | 3 | 9 |
| Fence | 0 | 0 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 7 | 2 | 9 |
| Median Barrier | 0 | 0 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 1 | 6 | 7 |
| Lum Light Support | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 2 |
| Guardrail End | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Overhead Sign Post | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Bridge Rail | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Unknown | 0 | 0 | 0 | 5 | 2 | 7 | 1 | 0 | 1 | 6 | 2 | 8 |
| TOTAL | 24 | 8 | 32 | 267 | 120 | 387 | 35 | 7 | 42 | 326 | 135 | 461 |

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

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

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

Motorcycle Crashes in Work Zones by Highway Class and Crash Severity



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

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

Light Conditions

| Light Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|------------------|---------------|----------------|-------------------------|---------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Daylight | 53 | 1,487 | 228 | 1,768 | 55 | 1,784 |
| Dark/Unlit | 13 | 200 | 23 | 236 | 13 | 224 |
| Dark/Lighted | 10 | 145 | 33 | 188 | 10 | 170 |
| Dusk | 4 | 53 | 13 | 70 | 4 | 65 |
| Dawn | 0 | 16 | 3 | 19 | 0 | 17 |
| Unknown | 2 | 2 | 2 | 6 | 2 | 2 |
| TOTAL | 82 | 1,903 | 302 | 2,287 | 84 | 2,262 |

Weather Conditions

| Weather Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|--------------------|---------------|----------------|-------------------------|---------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Clear | 58 | 1,363 | 213 | 1,634 | 60 | 1,617 |
| Cloudy | 18 | 464 | 79 | 561 | 18 | 565 |
| Rain | 4 | 56 | 7 | 67 | 4 | 62 |
| Fog/Smog/Smoke | 0 | 13 | 0 | 13 | 0 | 13 |
| Severe Crosswinds | 0 | 2 | 1 | 3 | 0 | 2 |
| Unknown | 2 | 7 | 4 | 13 | 2 | 7 |
| TOTAL | 82 | 1,905 | 304 | 2,291 | 84 | 2,266 |

Road Conditions

| Road Conditions | Fatal Crashes | Injury Crashes | Property Damage Crashes | Total Crashes | TOTAL | |
|-------------------|---------------|----------------|-------------------------|---------------|----------------|-----------------|
| | | | | | Persons Killed | Persons Injured |
| Dry | 77 | 1,742 | 285 | 2,104 | 79 | 2,086 |
| Wet | 5 | 89 | 10 | 104 | 5 | 103 |
| Sand/Mud/Dirt/Oil | 0 | 32 | 2 | 34 | 0 | 33 |
| Other | 0 | 25 | 2 | 27 | 0 | 28 |
| Ice | 0 | 0 | 1 | 1 | 0 | 0 |
| Unknown | 0 | 3 | 0 | 3 | 0 | 3 |
| TOTAL | 82 | 1,891 | 300 | 2,273 | 84 | 2,253 |

Drinking Motorcycle Drivers in Crashes by County and Age

| County | Drivers Age | | | | | | Total HBD Drivers | Total HBD Crashes |
|-------------|-------------|-------|-------|-------|-------|-------|-------------------|-------------------|
| | 16-19 | 20-24 | 25-34 | 35-44 | 45-54 | 55-74 | | |
| Adams | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Brown | 0 | 3 | 1 | 3 | 4 | 0 | 11 | 10 |
| Buffalo | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 2 |
| Burnett | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| Calumet | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 |
| Chippewa | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Clark | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Columbia | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Crawford | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Dane | 0 | 2 | 2 | 1 | 4 | 2 | 11 | 11 |
| Dodge | 0 | 0 | 2 | 1 | 0 | 1 | 4 | 4 |
| Door | 0 | 0 | 2 | 1 | 1 | 0 | 4 | 4 |
| Dunn | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 4 |
| Eau Claire | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Fond Du Lac | 0 | 1 | 2 | 1 | 1 | 0 | 5 | 5 |
| Grant | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 3 |
| Green | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 3 |
| Green Lake | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Iowa | 0 | 0 | 0 | 1 | 2 | 1 | 4 | 4 |
| Iron | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Jackson | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| Jefferson | 1 | 0 | 0 | 1 | 2 | 0 | 4 | 4 |
| Juneau | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Kenosha | 0 | 1 | 0 | 4 | 5 | 0 | 10 | 10 |
| Kewaunee | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| La Crosse | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 2 |
| Langlade | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Lincoln | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Manitowoc | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 4 |
| Marathon | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 |
| Marinette | 0 | 0 | 1 | 1 | 2 | 1 | 5 | 5 |
| Marquette | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Milwaukee | 0 | 4 | 5 | 4 | 8 | 2 | 23 | 23 |
| Monroe | 0 | 0 | 2 | 1 | 0 | 2 | 5 | 5 |
| Oconto | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 3 |
| Oneida | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Outagamie | 0 | 1 | 2 | 1 | 3 | 0 | 7 | 7 |
| Ozaukee | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 3 |
| Pierce | 0 | 0 | 1 | 1 | 1 | 1 | 4 | 4 |
| Polk | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 4 |
| Racine | 0 | 1 | 1 | 2 | 3 | 2 | 9 | 9 |
| Rock | 0 | 1 | 4 | 2 | 2 | 4 | 13 | 13 |
| Rusk | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| St. Croix | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| Sauk | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 |
| Sawyer | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Sheboygan | 0 | 2 | 1 | 1 | 1 | 0 | 5 | 5 |
| Taylor | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 |
| Trempealeau | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Vernon | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 3 |
| Vilas | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 |
| Walworth | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 4 |
| Washington | 0 | 0 | 3 | 6 | 4 | 1 | 14 | 13 |
| Waukesha | 0 | 1 | 3 | 6 | 5 | 2 | 17 | 17 |
| Waupaca | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 4 |
| Waushara | 0 | 1 | 0 | 0 | 3 | 0 | 4 | 4 |
| Winnebago | 0 | 0 | 2 | 1 | 4 | 0 | 7 | 7 |
| Wood | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| TOTAL | 1 | 22 | 49 | 62 | 76 | 29 | 239 | 237 |

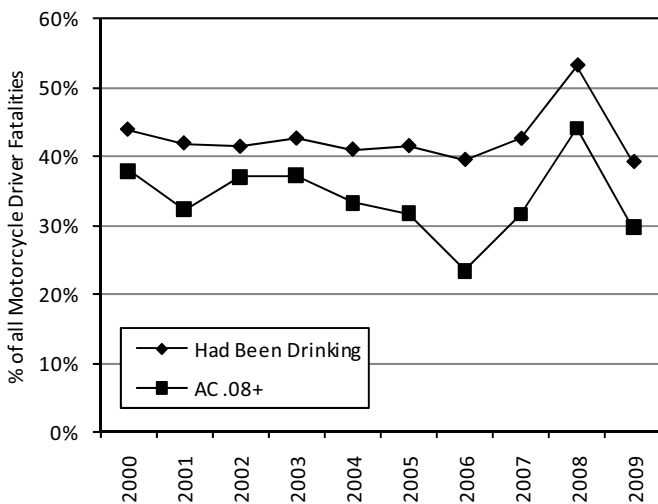
HBD = Had Been Drinking— The two numbers (239 & 237) are not identical because some crashes may involve more than one motorcycle. Counties not shown did not report HBD Riders or HBD Crashes.

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

| Time of Day | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total Crashes | Total Killed | Total Injured |
|--------------|-----------|-----------|----------|-----------|-----------|-----------|-----------|---------------|--------------|---------------|
| 12-1 AM | 5 | 0 | 0 | 1 | 0 | 2 | 1 | 9 | 0 | 9 |
| 1-2 AM | 2 | 2 | 0 | 1 | 2 | 2 | 4 | 13 | 2 | 12 |
| 2-3 AM | 6 | 2 | 0 | 1 | 2 | 2 | 3 | 16 | 1 | 19 |
| 3-4 AM | 3 | 1 | 0 | 0 | 0 | 1 | 2 | 7 | 1 | 5 |
| 4-5 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 |
| 5-6 AM | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| 8-9 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 1 |
| 10-11 AM | 1 | 1 | 0 | 0 | 1 | 1 | 2 | 6 | 1 | 5 |
| 11-12 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| 12-1 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 |
| 1-2 PM | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 1 | 3 |
| 2-3 PM | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 5 | 1 | 5 |
| 3-4 PM | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 9 | 1 | 12 |
| 4-5 PM | 2 | 2 | 1 | 1 | 1 | 1 | 8 | 16 | 3 | 13 |
| 5-6 PM | 7 | 0 | 2 | 0 | 1 | 3 | 2 | 15 | 2 | 16 |
| 6-7 PM | 8 | 0 | 0 | 0 | 1 | 3 | 6 | 18 | 4 | 20 |
| 7-8 PM | 10 | 3 | 1 | 2 | 3 | 3 | 8 | 30 | 7 | 31 |
| 8-9 PM | 7 | 2 | 2 | 1 | 1 | 2 | 4 | 19 | 3 | 17 |
| 9-10 PM | 8 | 0 | 0 | 1 | 1 | 4 | 9 | 23 | 4 | 23 |
| 10-11 PM | 1 | 4 | 0 | 3 | 4 | 3 | 11 | 26 | 0 | 27 |
| 11-12 AM | 1 | 2 | 0 | 1 | 3 | 2 | 3 | 12 | 0 | 12 |
| Unknown | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 |
| TOTAL | 71 | 19 | 6 | 13 | 22 | 32 | 74 | 237 | 31 | 238 |
| Percentage | 30.0% | 8.0% | 2.5% | 5.5% | 9.3% | 13.5% | 31.2% | 100.0% | | |

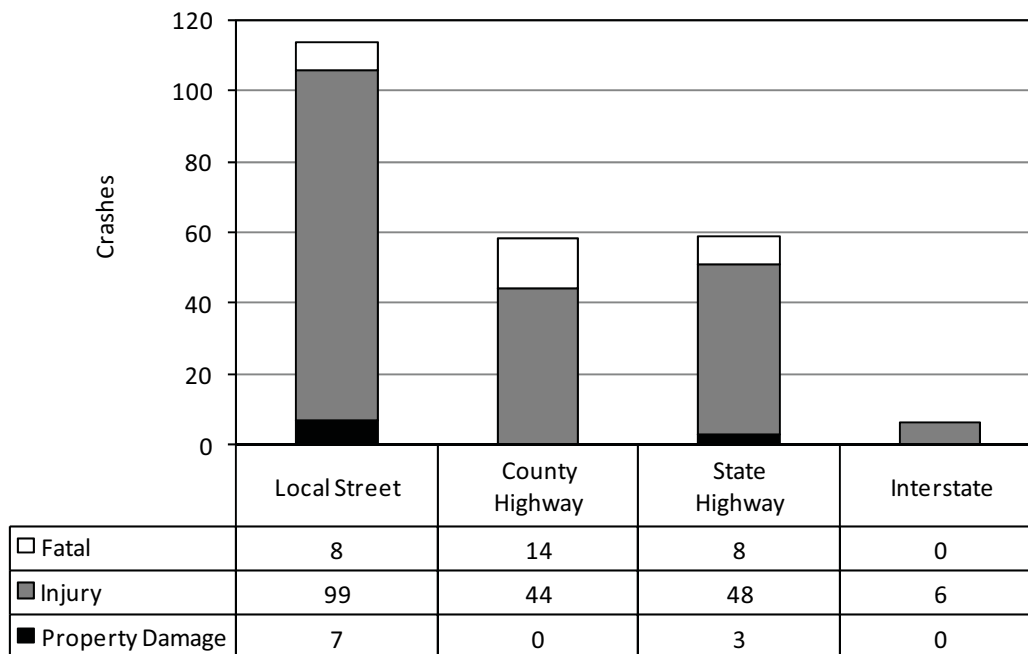
Note: This table represents crashes where the motorcyclist had been drinking. Time of day refers to a one-hour interval. Crashes could also include non-motorcyclists in which a motorcycle was involved.

2000-2009 Alcohol Concentration (AC) Test Results of Motorcycle Driver Fatalities



| | Motorcycle Driver Fatalities | Alcohol Concentration | | | Had Been Drinking |
|-------|------------------------------|-----------------------|---------|--------|-------------------|
| | | Negative or Unknown | .01-.07 | .08+ | |
| 2000 | 66 | 37 | 4 | 25 | 43.90% |
| 2001 | 62 | 36 | 6 | 20 | 41.90% |
| 2002 | 70 | 41 | 3 | 26 | 41.40% |
| 2003 | 94 | 54 | 5 | 35 | 42.60% |
| 2004 | 78 | 46 | 6 | 26 | 41.00% |
| 2005 | 82 | 48 | 8 | 26 | 41.50% |
| 2006 | 81 | 49 | 13 | 19 | 39.50% |
| 2007 | 101 | 58 | 11 | 32 | 42.57% |
| 2008 | 77 | 36 | 7 | 34 | 53.24% |
| 2009 | 74 | 45 | 7 | 22 | 39.19% |
| Total | 785 | 450 | 70 | 265 | 42.68% |
| % | 100% | 57.32% | 8.92% | 33.76% | 42.68% |

Alcohol-Related Motorcycle Crashes by Highway Class and Crash Severity



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

Safety Equipment Use on Motorcycles by Injury Severity and Seat Position

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|-----------------|------------|------------|--------------|-------------|-----------------|-----------|-----------|------------|
| | Driver | | | | | Passenger | | | | |
| | Helmet Worn | *Eye Protection | None | Unknown | Total | Helmet Worn | *Eye Protection | None | Unknown | Total |
| Not Injured | 149 | 116 | 71 | 73 | 409 | 20 | 13 | 8 | 2 | 43 |
| Incapacitating | 166 | 219 | 106 | 25 | 516 | 22 | 33 | 23 | 3 | 81 |
| Nonincapacitating | 379 | 398 | 180 | 23 | 980 | 42 | 47 | 18 | 5 | 112 |
| Possible | 183 | 129 | 69 | 19 | 400 | 20 | 20 | 10 | 3 | 53 |
| Killed | 26 | 27 | 17 | 4 | 74 | 1 | 7 | 0 | 0 | 8 |
| TOTAL | 903 | 889 | 443 | 144 | 2,379 | 105 | 120 | 59 | 13 | 297 |

| Injury Severity | Seat Position by Safety Equipment Use | | | | | | | | | |
|-------------------|---------------------------------------|-----------------|----------|----------|----------|--------------|-----------------|------------|------------|--------------|
| | Sidecar | | | | | TOTAL | | | | |
| | Helmet Worn | *Eye Protection | None | Unknown | Total | Helmet Worn | *Eye Protection | None | Unknown | Total |
| Not Injured | 0 | 1 | 0 | 0 | 1 | 169 | 130 | 79 | 75 | 453 |
| Incapacitating | 0 | 1 | 0 | 0 | 1 | 188 | 253 | 129 | 28 | 598 |
| Nonincapacitating | 2 | 0 | 0 | 1 | 3 | 423 | 445 | 198 | 29 | 1,095 |
| Possible | 1 | 1 | 0 | 0 | 2 | 204 | 150 | 79 | 22 | 455 |
| Killed | 0 | 0 | 0 | 0 | 0 | 27 | 34 | 17 | 4 | 82 |
| TOTAL | 3 | 3 | 0 | 1 | 7 | 1,011 | 1,012 | 502 | 158 | 2,683 |

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

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

Motorcyclists Injured by Age and Role by Safety Equipment Use

| Age | Driver | | | | | | Passenger | | | | | |
|---------|-------------|--------------|------------|------|---------------|-------|-------------|--------------|------------|------|---------------|-------|
| | Helmet Only | Helmet & Eye | | None | Unknown/Other | Total | Helmet Only | Helmet & Eye | | None | Unknown/Other | Total |
| | | Protection | Protection | | | | | Protection | Protection | | | |
| 1-2 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | 1 | 0 | 0 | 0 | 0 | 1 | 4 | 3 | 0 | 1 | 0 | 8 |
| 16 | 3 | 1 | 0 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 0 | 1 |
| 17 | 2 | 5 | 1 | 3 | 1 | 12 | 0 | 0 | 0 | 2 | 0 | 2 |
| 18 | 7 | 7 | 4 | 3 | 1 | 22 | 0 | 1 | 0 | 1 | 0 | 2 |
| 19 | 3 | 22 | 8 | 2 | 2 | 37 | 0 | 3 | 4 | 2 | 0 | 9 |
| 20 | 9 | 21 | 11 | 8 | 1 | 50 | 0 | 2 | 0 | 1 | 0 | 3 |
| 21 | 11 | 17 | 13 | 5 | 3 | 49 | 1 | 3 | 2 | 1 | 0 | 7 |
| 22 | 10 | 19 | 16 | 8 | 1 | 54 | 1 | 2 | 1 | 2 | 0 | 6 |
| 23 | 6 | 12 | 15 | 7 | 3 | 43 | 0 | 0 | 0 | 1 | 0 | 1 |
| 24 | 8 | 12 | 16 | 6 | 2 | 44 | 0 | 0 | 1 | 1 | 0 | 2 |
| 25-34 | 46 | 72 | 129 | 64 | 13 | 324 | 1 | 5 | 16 | 12 | 4 | 38 |
| 35-44 | 38 | 78 | 167 | 82 | 10 | 375 | 3 | 4 | 29 | 9 | 4 | 49 |
| 45-54 | 69 | 104 | 231 | 100 | 21 | 525 | 10 | 14 | 30 | 10 | 3 | 67 |
| 55-64 | 34 | 66 | 112 | 47 | 7 | 266 | 5 | 13 | 14 | 6 | 0 | 38 |
| 65-74 | 12 | 28 | 20 | 14 | 2 | 76 | 0 | 3 | 1 | 0 | 0 | 4 |
| 75-84 | 1 | 3 | 2 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 2 | 1 | 0 | 5 |
| TOTALS | 260 | 468 | 746 | 355 | 67 | 1,896 | 28 | 56 | 100 | 51 | 11 | 246 |

| Age | Sidecar | | | | | | Total | | | | | |
|---------|-------------|--------------|------------|------|---------------|-------|-------------|--------------|------------|------|---------------|-------|
| | Helmet Only | Helmet & Eye | | None | Unknown/Other | Total | Helmet Only | Helmet & Eye | | None | Unknown/Other | Total |
| | | Protection | Protection | | | | | Protection | Protection | | | |
| 1-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 |
| 5-9 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 1 | 0 | 9 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 0 | 8 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 1 | 5 | 1 | 14 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 4 | 4 | 1 | 24 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 12 | 4 | 2 | 46 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 23 | 11 | 9 | 1 | 53 |
| 21 | 1 | 0 | 0 | 0 | 0 | 1 | 13 | 20 | 15 | 6 | 3 | 57 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 21 | 17 | 10 | 1 | 60 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 12 | 15 | 8 | 3 | 44 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 12 | 17 | 7 | 2 | 46 |
| 25-34 | 0 | 0 | 1 | 0 | 0 | 1 | 47 | 77 | 146 | 76 | 17 | 363 |
| 35-44 | 0 | 1 | 0 | 0 | 0 | 1 | 41 | 83 | 196 | 91 | 14 | 425 |
| 45-54 | 0 | 1 | 1 | 0 | 0 | 2 | 79 | 119 | 262 | 110 | 24 | 594 |
| 55-64 | 0 | 0 | 0 | 0 | 1 | 1 | 39 | 79 | 126 | 53 | 8 | 305 |
| 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 31 | 21 | 14 | 2 | 80 |
| 75-84 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 2 | 1 | 0 | 7 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 2 | 0 | 8 |
| TOTALS | 1 | 2 | 2 | 0 | 1 | 6 | 289 | 526 | 848 | 406 | 79 | 2,148 |

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

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

| Age | Motorcycle Driver | | | | | | | | | | Motorcycle Passenger: On Bike | | | | | | | | | | | |
|---------------|-------------------|----------|--------------|----------|-----------|----------|-----------|----------|-------------|----------|-------------------------------|-------------|----------|--------------|----------|----------|----------|----------|----------|-------------|----------|----------|
| | Helmet Only | | Helmet & Eye | | Eye Only | | None | | Eqp Use Unk | | Total | Helmet Only | | Helmet & Eye | | Eye Only | | None | | Eqp Use Unk | | Total |
| | M | F | M | F | M | F | M | F | M | F | M&F | M | F | M | F | M | F | M | F | M | F | M&F |
| 18 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25-34 | 3 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 35-44 | 3 | 0 | 1 | 1 | 4 | 1 | 4 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 |
| 45-54 | 0 | 0 | 1 | 0 | 7 | 1 | 3 | 0 | 1 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 55-64 | 3 | 0 | 2 | 0 | 8 | 0 | 5 | 0 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 65-74 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | 13 | 0 | 12 | 1 | 25 | 2 | 17 | 0 | 4 | 0 | 74 | 0 | 1 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 8 |

| Age | Motorcycle Passenger: In Side Car | | | | | | | | | | TOTAL | | | | | | | | | | | |
|---------------|-----------------------------------|----------|--------------|----------|----------|----------|----------|----------|-------------|----------|----------|-------------|----------|--------------|----------|-----------|----------|-----------|----------|-------------|----------|-----------|
| | Helmet Only | | Helmet & Eye | | Eye Only | | None | | Eqp Use Unk | | Total | Helmet Only | | Helmet & Eye | | Eye Only | | None | | Eqp Use Unk | | Total |
| | M | F | M | F | M | F | M | F | M | F | M&F | M | F | M | F | M | F | M | F | M | F | M&F |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| 25-34 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 4 | 2 | 3 | 0 | 0 | 0 | 14 |
| 35-44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 4 | 5 | 4 | 0 | 0 | 0 | 18 |
| 45-54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 7 | 2 | 3 | 0 | 1 | 0 | 15 |
| 55-64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 8 | 0 | 5 | 0 | 2 | 0 | 20 |
| 65-74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 |
| TOTALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 12 | 1 | 25 | 9 | 17 | 0 | 4 | 0 | 82 |

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

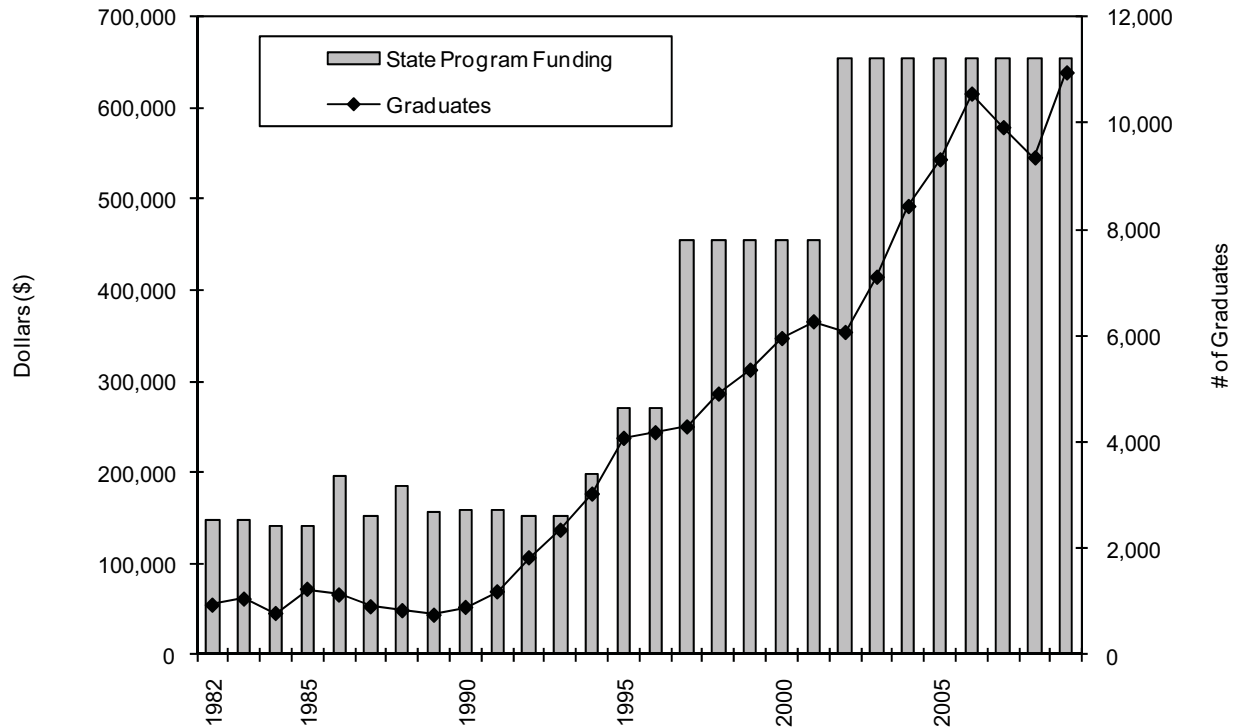
F = Female, M = Male, Tot = Total
 Helmet Only = Helmet worn, no eye protection
 Helmet & Eye = Helmet worn, eye protection worn
 Eye Only = No helmet worn, eye protection worn
 None = No helmet worn, no eye protection worn

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

| Driver PCC's | Crash Severity | | | | | | | | | Total Driver PCC's | | |
|-----------------------------|----------------|-----------|-----------|------------|------------|--------------|-----------------|-----------|------------|--------------------|------------|--------------|
| | Fatal | | | Injury | | | Property Damage | | | | | |
| | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total | Rural | Urban | Total |
| Failure to Control | 23 | 6 | 29 | 393 | 192 | 585 | 29 | 21 | 50 | 445 | 219 | 664 |
| Inattentive Driving | 5 | 1 | 6 | 95 | 63 | 158 | 15 | 8 | 23 | 115 | 72 | 187 |
| Speed Too Fast/Conditions | 14 | 3 | 17 | 110 | 36 | 146 | 8 | 4 | 12 | 132 | 43 | 175 |
| Driver Condition | 7 | 1 | 8 | 102 | 50 | 152 | 5 | 2 | 7 | 114 | 53 | 167 |
| Exceeding Speed Limit | 9 | 3 | 12 | 66 | 65 | 131 | 6 | 5 | 11 | 81 | 73 | 154 |
| Following Too Closely | 4 | 0 | 4 | 34 | 47 | 81 | 10 | 12 | 22 | 48 | 59 | 107 |
| Fail to Yield Right of Way | 1 | 1 | 2 | 17 | 14 | 31 | 2 | 5 | 7 | 20 | 20 | 40 |
| improper Overtake | 1 | 0 | 1 | 14 | 9 | 23 | 3 | 4 | 7 | 18 | 13 | 31 |
| Left of Center | 1 | 0 | 1 | 15 | 4 | 19 | 1 | 2 | 3 | 17 | 6 | 23 |
| Disregarded Traffic Control | 0 | 0 | 0 | 7 | 9 | 16 | 1 | 4 | 5 | 8 | 13 | 21 |
| Improper Turn | 0 | 0 | 0 | 8 | 3 | 11 | 0 | 2 | 2 | 8 | 5 | 13 |
| Physically Disabled | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | 2 |
| Other | 0 | 2 | 2 | 36 | 28 | 64 | 4 | 6 | 10 | 40 | 36 | 76 |
| TOTAL | 65 | 17 | 82 | 898 | 520 | 1,418 | 84 | 76 | 160 | 1,047 | 613 | 1,660 |

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 (1982-2009)



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 |
|------|-------------------|------------------|----------------|---------------|---------------------------|----------------|-------------------------|---------------|
| 2000 | 20,018 | 0 | 79 | 0 | 0 | 78 | 2 | 80 |
| 2001 | 23,339 | 2 | 56 | 1 | 0 | 66 | 2 | 69 |
| 2002 | 22,527 | 4 | 98 | 4 | 2 | 100 | 1 | 105 |
| 2003 | 27,386 | 2 | 107 | 2 | 1 | 92 | 6 | 100 |
| 2004 | 27,728 | 1 | 103 | 1 | 1 | 103 | 11 | 115 |
| 2005 | 34,625 | 0 | 154 | 0 | 0 | 147 | 8 | 155 |
| 2006 | 36,311 | 0 | 205 | 0 | 0 | 203 | 11 | 214 |
| 2007 | 45,266 | 4 | 219 | 4 | 0 | 216 | 19 | 239 |
| 2008 | 51,386 | 1 | 287 | 1 | 0 | 282 | 20 | 303 |
| 2009 | 61,195 | 2 | 229 | 2 | 0 | 224 | 21 | 247 |

Moped Registration Data as of 12/31.

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

Fatally Injured Motorcyclists

| DAY | TIME | D/P | UNITS | TYPE | SAFETY | ROAD | LIGHT | WEATHER | M/F | AGE | LICENSE | NARRATIVE | ROAD TYPE | PCCS |
|-----|----------|-----|-------|-------------|---------|------|----------|---------|-----|-----|------------|---|-----------|--------------|
| Mon | 1:48 AM | D | 1 | 94 Honda | Hel | Dry | DK/L | Clear | M | 22 | INVALID | N/B MC at high rate of speed struck curb, lost control, ejected | STH | 1, 2 |
| Mon | 10:21 AM | D | 1 | 95 Honda | Hel/Eye | Dry | Unknown | Unknown | M | 22 | MI_License | E/B MC failed to negotiate curve, crossed centerline, entered ditch | CTH | 11 |
| Mon | 12:54 PM | D | 3 | 09 H.D. | Eye | Dry | Daylight | Clear | M | 51 | VALID | N/B veh pulled out in front of E/B MC, ejected | STH | None |
| Mon | 4:51 PM | P | 2 | 01 Kawasaki | Eye | Dry | DK/L | Clear | F | 31 | passenger | E/B MC attempted to pass E/B veh making left turn, struck veh, ejected | CTH | None |
| Mon | 7:18 PM | D | 1 | 03 Honda | Eye | Dry | Daylight | Clear | M | 32 | VALID | N/B MC passes veh and losses control/enters ditch/ejected | CTH | 1 |
| Mon | 7:19 PM | D | 1 | 87 Suzuki | None | Dry | Daylight | Clear | M | 59 | INVALID | N/B MC failed to negotiate curve, entered ditch, ejected | Local | 2 |
| Mon | 8:14 PM | D | 1 | 06 H.D. | Eye | Dry | DK/NL | Clear | M | 60 | VALID | E/B MC missed 90 degree turn in road, left roadway, hit gate, ejected | Local | 2 |
| Tue | 2:30 AM | D | 2 | 95 Honda | Hel | Wet | DK/NL | Rain | M | 43 | VALID | N/B veh failed to yeild righ of way, struck by E/B MC | Local | None |
| Tue | 2:40 PM | D | 2 | 05 H.D. | Eye | Dry | Daylight | Clear | M | 65 | IL_License | E/B veh lost control, crossed centerline and struck W/B MC | CTH | None |
| Tue | 4:02 PM | D | 4 | 98 Yamaha | None | Dry | Daylight | Clear | M | 28 | INVALID | N/B veh failed to yield for WB MC, rider ejected | Local | 2, 14 |
| Tue | 8:52 PM | D | 1 | 00 H.D. | None | Dry | DK/NL | Clear | M | 44 | VALID | E/B MC struck deer/ejected | CTH | None |
| Tue | 9:38 PM | D | 2 | 05 THMT | None | Dry | DK/L | Clear | M | 62 | VALID | N/B MC collided with SB veh making left turn/ ejected | Local | 14 |
| Tue | 9:50 PM | D | 2 | 06 Suzuki | Hel | Dry | DK/NL | Cloudy | M | 57 | VALID | Veh made left turn in front of E/B MC | CTH | None |
| Tue | Unknown | D | 1 | 02 H.D. | Eye | Dry | Unknown | Unknown | M | 30 | VALID | E/B MC made contact with shoulder, entered ditch | Local | 11 |
| Wed | 2:18 AM | D | 1 | 07 H.D. | None | Dry | DK/L | Clear | M | 40 | IL-VALID | W/B MC failed to stop for sign, lost control/ejected | CTH | 4 |
| Wed | 7:50 AM | D | 2 | 08 H.D. | Hel/Eye | Dry | Daylight | Clear | M | 52 | VALID | N/B veh turned left in fornt of S/B MC, MC struck veh | STH | None |
| Wed | 9:28 AM | D | 2 | 81 Honda | Hel | Dry | Daylight | Clear | M | 67 | VALID | E/B veh pulled out in front of S/B MC, MC struck veh, ejected | Local | None |
| Wed | 10:03 AM | D | 2 | 94 Yamaha | Hel/Eye | Dry | DK/L | Clear | M | 38 | INVALID | E/B MC travelling in W/B lane struck W/B veh head on, ejected | Local | None |
| Wed | 12:07 PM | D | 2 | 01 H.D. | None | Dry | Daylight | Clear | M | 32 | VALID | E/B veh turned left in front of W/B MC, MC struck veh, ejected | CTH | 1 |
| Wed | 2:36 PM | D | 2 | 94 Honda | Hel/Eye | Dry | Daylight | Clear | M | 18 | VALID | S/B veh pulled in front of W/B MC | Local | None |
| Wed | 3:30 PM | D | 2 | 98 Honda | Hel/Eye | Dry | Daylight | Clear | M | 69 | VALID | W/B MC struck S/B veh, ejected | STH | 3 |
| Wed | 4:12 PM | D | 2 | 07 Honda | Hel | Dry | Daylight | Cloudy | M | 26 | VALID | E/B MC at high rate of speed struck left turning veh/ejected | Local | 1 |
| Thu | 9:26 AM | D | 2 | 76 H.D. | Eye | Dry | Daylight | Clear | M | 57 | VALID | N/B veh changed lanes and struck N/B MC | STH | None |
| Thu | 11:56 AM | D | 1 | 09 H.D. | Hel | Dry | Daylight | Clear | M | 65 | IL_License | N/B MC failed to negotiate curve, entered shoulder, ejected into ditch | STH | 11 |
| Thu | 1:05 PM | D | 2 | 98 Suzuki | Hel/Eye | Dry | Daylight | Clear | M | 58 | VALID | W/B left turning MC was struck by E/b veh | Local | 3 |
| Thu | 4:02 PM | D | 2 | 07 Suzuki | Hel | Dry | Daylight | Clear | M | 59 | VALID | N/B MC rear ended N/B veh | CTH | 5 |
| Thu | 5:16 PM | D | 2 | 93 Honda | Eye | Dry | Daylight | Clear | M | 25 | INVALID | S/B MC rear ended left turning veh, ejected | STH | 4, 12 |
| Thu | 5:49 PM | D | 2 | 89 Kawasaki | None | Dry | Daylight | Clear | M | 32 | INVALID | E/B veh turned left in front of W/B MC, MC struck veh, ejected | STH | None |
| Thu | 6:24 PM | D | 1 | 87 Kawasaki | Eye | Dry | Daylight | Clear | M | 46 | INVALID | E/B MC failed to negotiate curve, left roadway, ejected | CTH | 1, 2, 11, 12 |
| Thu | 9:10 PM | D | 2 | 05 Buel | Eye | Dry | DK/L | Clear | M | 29 | INVALID | S/B MC lost control and struck curb, car, post, and front porch of house. | STH | 11 |
| Thu | 9:25 PM | D | 2 | 01 H.D. | Unknown | Dry | DK/NL | Cloudy | M | 55 | VALID | W/B veh changed lanes and struck W/B MC, ejected | STH | None |
| Fri | 9:21 AM | D | 2 | 04 H.D. | Hel | Dry | Daylight | Clear | M | 63 | VALID | one MC struck the rear end of another MC/ejected | CTH | 5 |
| Fri | 11:30 AM | D | 1 | 90 H.D. | None | Dry | Daylight | Cloudy | M | 58 | VALID | E/B MC struck a deer, ejected | Local | None |
| Fri | 3:01 PM | D | 2 | 02 H.D. | Unknown | Dry | Daylight | Clear | M | 67 | VALID | S/B veh pulled out in front of E/B MC/ejected | Local | None |
| Fri | 6:39 PM | D | 1 | 08 Xiangyle | None | Dry | Daylight | Cloudy | M | 62 | VALID | N/B MC at high rate of speed drifted into ditch/ejected | CTH | 2, 11 |
| Fri | 6:40 PM | D | 3 | 03 Suzuki | Hel | Dry | Daylight | Cloudy | M | 25 | VALID | N/B MC struck stopped N/B veh then collided with S/B veh. | Local | 2, 11 |
| Fri | 8:50 PM | D | 2 | 98 H.D. | None | Dry | DK/L | Clear | M | 53 | VALID | W/B veh turned left in front of E/B MC, MC struck veh, ejected | Local | None |
| Fri | 10:15 PM | D | 1 | 99 H.D. | Eye | Dry | DK/L | Clear | M | 20 | unknown | N/B MC lost control on curve, left roadway, hit signpost, ejected | STH | 11 |
| Fri | 11:27 PM | D | 1 | 09 Kawasaki | Hel/Eye | Dry | DK/NL | Clear | M | 44 | MN-License | S/B MC struck guardrail/ejected | STH | 11 |
| Sat | 1:30 AM | D | 1 | 84 trike | None | Dry | DK/NL | Clear | M | 52 | VALID | S/B trike struck a deer | CTH | None |
| Sat | 11:57 AM | D | 3 | 06 Honda | Eye | Dry | Daylight | Clear | M | 54 | VALID | N/B veh veered out of lane and struck MC | STH | None |
| Sat | 1:13 PM | D | 1 | 04 Suzuki | None | Dry | Daylight | Cloudy | M | 39 | INVALID | N/B MC at high rate of speed, lost control, hit curb, ejected | Local | 11 |
| Sat | 1:55 PM | D | 4 | 08 Triumph | Hel | Dry | Daylight | Clear | M | 39 | IA_License | N/B MC crosses centerline, strikes S/B veh headon, ejected | STH | 2 |
| Sat | 3:54 PM | D | 1 | 98 H.D. | Eye | Dry | Daylight | Clear | M | 55 | VALID | N/B MC entered ditch, struck rock, overturned | CTH | 11 |
| Sat | 4:10 PM | D | 2 | Moped | Hel/Eye | Dry | Daylight | Clear | M | 45 | VALID | N/B moped struck E/B veh which failed to yeild right of way. | Local | None |

Fatally Injured Motorcyclists

| DAY | TIME | D/P | UNITS | TYPE | SAFETY | ROAD | LIGHT | WEATHER | M/F | AGE | LICENSE | NARRATIVE | ROAD TYPE | PCCS |
|-----|----------|-----|-------|-------------|---------|------|----------|---------|-----|-----|------------|---|-----------|-----------|
| Sat | 4:43 PM | D | 2 | 92 Honda | Eye | Dry | Daylight | Clear | M | 60 | VALID | S/B veh pulled in front of W/B MC, MC fell on side & skidded into veh | STH | None |
| Sat | 5:54 PM | D | 2 | 03 Yamaha | Hel/Eye | Dry | Daylight | Cloudy | M | 18 | INVALID | S/B MC at high rate of speed struck left turning veh, ejected | Local | 1 |
| Sat | 6:11 PM | D | 1 | 86 Honda | Hel | Dry | Daylight | Clear | M | 19 | INVALID | S/B MC failed to negotiate curve, crossed centerline and struck guard rail. | STH | 2 |
| Sat | 6:15 PM | D | 2 | 99 Yamaha | Hel/Eye | Dry | Daylight | Clear | M | 26 | INVALID | W/B MC lost control while negotiating curve/slid into oncoming veh | STH | 12 |
| Sat | 6:39 PM | D | 1 | 98 H.D. | None | Dry | Daylight | Clear | M | 55 | VALID | E/B MC failed to negotiate curve, left roadway, ejected | CTH | 2, 4 |
| Sat | 6:45 PM | D | 1 | 02 H.D. | None | Dry | Dusk | Cloudy | M | 39 | VALID | MC at high rate of speed lost control, entered ditch, ejected | Local | 1, 11, 12 |
| Sat | 7:20 PM | D | 2 | 81 Honda | Unknown | Dry | Daylight | Clear | M | 55 | VALID | W/B MC struck rear end of tractor. | STH | None |
| Sat | 7:22 PM | D | 1 | 04 Honda | None | Dry | Daylight | Clear | M | 66 | INVALID | S/B MC crossed centerline & struck E/B curb, ejected | Local | 11 |
| Sat | 7:33 PM | D | 1 | 93 Kawasaki | Eye | Dry | Daylight | Clear | M | 61 | VALID | W/B MC struck the curb while negotiating turn, then struck sign, ejected | Local | 1 |
| Sat | 7:46 PM | D | 1 | 08 H.D. | Unknown | Dry | Dusk | Cloudy | M | 49 | VALID | N/B MC struck deer/ ejected | STH | None |
| Sat | 8:15 PM | D | 1 | 83 Honda | None | Dry | Dusk | Clear | M | 64 | INVALID | E/B MC left roadway, entered ditch, overturned | CTH | 2, 11, 12 |
| Sat | 8:45 PM | P | 1 | 03 H.D. | Eye | Dry | Dusk | Clear | F | 47 | passenger | E/B MC struck a deer, riders ejected | STH | None |
| Sat | 9:16 PM | D | 2 | 00 H.D. | Eye | Dry | DK/L | Clear | M | 49 | VALID | E/B veh pulled out in front of S/B MC, MC struck veh, ejected | Local | 12 |
| Sat | 9:30 PM | D | 2 | 02 H.D. | Eye | Dry | DK/L | Cloudy | M | 41 | INVALID | N/B veh crossed centerline and struck S/B MC | STH | None |
| Sat | 10:00 PM | D | 1 | 83 Honda | Eye | Dry | DK/NL | Cloudy | M | 46 | VALID | W/B MC laid bike down, ejected into ditch | STH | 11 |
| Sat | 10:43 PM | P | 1 | 07 H.D. | Eye | Wet | DK/NL | Cloudy | F | 42 | passenger | S/B MC lost control and the MC hit the ground and slide. | IH | None |
| Sat | 11:26 PM | D | 1 | 94 Kawasaki | Hel/Eye | Wet | DK/NL | Rain | M | 20 | VALID | N/B MC lost control merging from ramp to USH | STH | 11 |
| Sun | 12:30 AM | D | 2 | 04 Suzuki | Hel | Dry | DK/L | Clear | M | 24 | INVALID | N/B veh turned left in front of S/B MC, MC struck veh, ejected | STH | None |
| Sun | 3:29 AM | D | 1 | 05 H.D. | Eye | Wet | DK/NL | Rain | M | 42 | IL-License | N/B MC slid into median. | CTH | None |
| Sun | 12:10 PM | D | 2 | 96 H.D. | Hel/Eye | Dry | Daylight | Cloudy | F | 44 | VALID | W/B MC crossed centerline and struck W/B veh headon | CTH | 11 |
| Sun | 12:16 PM | P | 2 | 07 H.D. | Eye | Dry | Daylight | Clear | F | 43 | passenger | E/B veh pulled out in front of S/B MC, rider struck veh and ejected | STH | None |
| Sun | 12:54 PM | P | 2 | 96 H.D. | Hel | Dry | Daylight | Clear | F | 54 | passenger | N/B MC struck left turning S/B tractor, ejected | Local | None |
| Sun | 12:54 PM | D | 2 | 96 H.D. | Hel | Dry | Daylight | Clear | M | 59 | VALID | N/B MC struck left turning S/B tractor, ejected | Local | None |
| Sun | 1:45 PM | D | 1 | 02 H.D. | Eye | Dry | Daylight | Clear | F | 54 | VALID | N/B MC left roadway coming out of curve, entered ditch, ejected | STH | 11 |
| Sun | 2:33 PM | D | 2 | 87 Yamaha | Hel | Dry | Daylight | Cloudy | M | 28 | INVALID | W/B MC at high rate of speed struck left turning veh. | STH | 1 |
| Sun | 2:33 PM | D | 1 | 07 Suzuki | Hel/Eye | Dry | Daylight | Clear | M | 25 | VALID | W/B MC at high rate of speed, braked for curve, lost control, ejected | CTH | 1, 11 |
| Sun | 4:02 PM | D | 4 | 07 Yamaha | None | Dry | Daylight | Clear | M | 24 | INVALID | Left turning veh strikes N/B MC, forcing it into oncoming traffic | STH | None |
| Sun | 4:30 PM | D | 1 | 03 H.D. | Eye | Dry | Daylight | Clear | M | 43 | VALID | W/B MC lost control, left roadway, struck trees. | CTH | 11 |
| Sun | 4:46 PM | D | 2 | 96 Honda | Hel | Dry | Daylight | Cloudy | M | 37 | INVALID | N/B veh turned left in front of S/B MC | STH | None |
| Sun | 5:00 PM | D | 1 | 85 HMDE | None | Dry | Daylight | Cloudy | M | 58 | VALID | N/B veh pulled out in front of E/B MC. | Local | None |
| Sun | 5:05 PM | D | 1 | 82 Suzuki | Eye | Dry | Daylight | Clear | M | 50 | VALID | E/B MC failed to negotiate curve, left roadway, ejected | CTH | 2, 11 |
| Sun | 5:10 PM | P | 2 | 05 H.D. | None | Dry | Daylight | Clear | F | 42 | passenger | veh crossed centerline and caused MC to lock brakes. | CTH | None |
| Sun | 6:24 PM | P | 1 | 98 Suzuki | Eye | Dry | Daylight | Clear | F | 31 | passenger | W/B MC entered ditch and overturned/ both occupants ejected | STH | None |
| Sun | 7:43 PM | D | 1 | 04 H.D. | Eye | Dry | Daylight | Clear | F | 41 | INVALID | E/B MC failed to negotiate curve, left roadway, ejected | CTH | 2 |
| Sun | 7:45 PM | P | 2 | 07 H.D. | Eye | Dry | Daylight | Clear | F | 42 | passenger | N/B MC crossed centerline and struck S/B veh, ejected | CTH | None |
| Sun | 7:45 PM | D | 2 | 07 H.D. | Eye | Dry | Daylight | Clear | M | 43 | INVALID | N/B MC crossed centerline and struck S/B veh, ejected | CTH | 2, 11 |
| Sun | 8:45 PM | D | 2 | 86 Honda | None | Wet | Daylight | Rain | M | 54 | VALID | E/B MC struck rear of E/B veh, lost control, ejected | Local | 4 |
| Sun | 9:34 PM | D | 1 | 08 H.D. | Eye | Dry | DK/NL | Clear | M | 51 | IL-License | S/B MC drifted into ditch/ejected | CTH | 1, 2 |
| Sun | 11:58 PM | D | 1 | 05 H.D. | Eye | Dry | DK/NL | Clear | M | 56 | IL_license | S/B MC lost control, ejected | Local | 11 |

Light Conditions

DK/L = Dark - Lighted

DK/NL = Dark - Not Lighted

Road Type

CTH = County Highway

STH = State Highway

USH = US Highway

IH = Interstate Highway

Possible Contributing (PCCs) - of cycle driver

1 = Exceeding speed limit

2 = Speed too fast/condition

3 = Fail to yield right of way

4 = Inattentive driving

5 = Following too closely

6 = Improper turn

7 = Left of center

8 = Disregarded traffic control

9 = Improper overtaking

10 = Unsafe backing

11 = Failure to have control

12 = Driver condition

13 = Physically disabled

14 = Other

None = N/A, or nothing listed

BASIC RiderCourse

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

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

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

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

SOURCES FOR MORE INFORMATION

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

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

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

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

National Highway Traffic Safety
Administration
400 Seventh Street SW
Washington, DC 20590
(202) 366-1770
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Website: www.nhtsa.dot.gov

