



Motorcyclist KAB Injury Crashes (2007-2009)

Motorcycle and One Other Vehicle Involved

Oklahoma Department of Public Safety | Highway Safety Office | 3223 N. Lincoln Blvd | Oklahoma City, OK 73105
www.ohso.ok.gov | Phone: 405/523-1570 | Fax: 405/523-1586

Oklahoma Highway Safety Facts

Definitions

A **motorcycle operator** is the person in control of the motorcycle.

Passenger is any person seated on the motorcycle but not in control of the motorcycle.

Motorcyclist(s) refers to any combined reference to the motorcycle operator as well as the passenger.

Injury includes incapacitating injury and non-incapacitating injury.

KAB – “**K**” represent fatalities; “**A**” represents incapacitating injury; and “**B**” represents non-incapacitating injury.

Exclusions & Inclusions

Crashes involving a bicyclist, pedestrian, train, non-contact vehicle or more than one other vehicle were excluded. From 2007-2009, 1,255 KAB crashes were selected involving a motorcyclist with a KAB injury and one other vehicle.

Motorcyclist KAB Injury Crashes (2007-2009)					
Persons with KAB Injuries					
Person Injury Severity	Person Type				Total
	Motorcycle Operator	Other Driver	Motorcycle Passenger	Other Passenger	
Fatal	95	0	12	1	108
Incapacitating	408	10	53	3	474
Non-incapacitating	731	32	64	23	850
Total	1234	42	129	27	1,432

KAB Crashes (2007-2009)			
Involving Motorcyclists with a KAB Injury and One Other Vehicle			
Driver Contributing Factor			
Contributing Factor	Motorcycle Operator	Other Driver	Total
Changed Lanes Unsafely	14	51	65
Failed To Stop	20	16	36
Failed To Yield	61	430	491
Followed Too Closely	66	26	92
Improper Overtaking	30	6	36
Improper Parking	1	1	2
Improper Start	2	1	3
Improper Turn	19	145	164
Inattention	50	41	91
Left of Center	24	21	45
Unknown/No Improper Action	7	6	13
No Improper Action by Driver	727	395	1122
Other Improper Act/Movement	69	66	135
Pedestrian Action			
Stopped in Traffic Lane		2	2
Unsafe Speed	130	22	152
Unsafe Vehicle	11	12	23
Wrong Way	2	1	3
Alcohol DUI/DWI	18	9	27
Drugs DUI	4	4	8
Total	1255	1255	2510

- Crashes involving a motorcyclist and one other vehicle
 - Day of week
 - 17.6% on Friday
 - 17.4% on Saturday
 - 14.8% on Thursday
 - Lighting
 - 76.3% daylight
 - 11.2% dark in a lighted area
 - Locality
 - 53.1% business locality
 - 20.0% residential locality
 - 18.1% not built up
 - Weather
 - 68.0% clear weather
 - 29.0% cloudy weather
 - 2.2% rain
 - 1.8% occurred in a work zone
 - 64.7% between 12 Noon and 7: 59 p.m.
 - 59.0% occurred between May and September
 - Collision manner
 - 27.7% were angle front-to-side right angle (includes broadside)
 - 25.3% were rear end (front-to-rear)
 - 10.8% were head-on (front-to-front)
 - Highway class
 - 52.0% on city streets
 - 12.4% on urban U.S. highways
 - 10.9% on urban state highways
 - 7.7% on interstate highways
 - 52.0% were intersection related
- Motorcycle operators involved
 - Primary contributing factors
 - 57.9% no improper action
 - 10.4% unsafe speed
 - 5.3% followed too closely
 - 4.9% failed to yield
 - Motorcycle operator age
 - 22.8% age 16-25
 - 21.0% age 46-55

- 20.9% age 26-35
- 20.4% age 36-45
- ◆ Driver distraction
 - 0.5% electronic device
 - 3.0% other
- ◆ 7.6% (95) of the operators were killed
 - 60.0% of the operators killed were not wearing a helmet
- ◆ 7.4% of the operators had an alcohol-related driver condition
- ◆ 96.9% of the operators were male
- ◆ Traffic control device
 - 71.2% no traffic control
 - 11.8% traffic control signal
 - 9.2% no passing zone
 - 4.1% stop sign
- ◆ Number of riders
 - 87.3% operator only
 - 12.4% operator and one passenger
- ◆ Make of motorcycle
 - 29.7% Harley
 - 22.3% Honda
 - 14.4% Yamaha
 - 12.4% Kawasaki
 - 12.1% Suzuki
 - 9.0% Other
- ◆ Road horizontal alignment
 - 93.1% straight
 - 3.8% curve right
 - 2.9% curve left
- ◆ Road grade
 - 80.0% level
 - 10.1% downhill
 - 6.5% uphill
 - 2.6% hillcrest
- ◆ 95.9% occurred on a dry road surface
- ◆ 75.4% occurred on an asphalt road
- ◆ Trafficway
 - 67.6% two-way undivided
 - 18.2% two-way divided

- 9.0% two-way divided positive median barrier
- Point of first contact on vehicle
 - 51.7% front center (clock position 12)
 - 8.6% left-side center (clock position 9)
 - 7.4% right-side center (clock position 3)
 - 6.9% rear center (clock position 6)
- What motorcycle did
 - A section of the collision report called “What Vehicle Did” requires the officer completing the report to choose a description that best describes what the vehicle did at the time of the collision
 - 66.5% went ahead
 - 5.4% swerved left
 - 4.0% slowed
 - 3.9% turned left
 - 3.3% entered other lane
- Drivers of other vehicles
 - Primary contributing factors
 - 34.3% failed to yield
 - 31.5% no improper action by driver
 - 11.6% improper turn
 - 5.3% other improper act /movement
 - 4.1% changed lanes unsafely
 - Driver age
 - 26.0% age 16-25
 - 19.0% age 26-35
 - 15.0% age 36-45
 - 13.9% age 46-55
 - Driver distraction
 - 1.5% electronic device
 - 3.1% other distraction
 - 7.0% of the drivers of other vehicles had an alcohol-related driver condition
 - 54.1% of the drivers of other vehicles were male
 - 88.0% of the drivers of other vehicles were using restraints
 - Traffic control device
 - 57.0% no control device
 - 19.1% stop sign
 - 11.7% traffic control signal
 - 7.7% no passing zone
 - Number of vehicle occupants

- 64.9% driver only
- 20.9% driver and one passenger
- 8.0% driver and two passengers
- 4.8% driver and three or more passengers
- Type of vehicle
 - 39.5% 4-door passenger vehicle
 - 23.8% pickup truck
 - 13.8% SUV
 - 10.3% 2-door passenger vehicle
 - 6.1% passenger van
- Road horizontal alignment
 - 93.8% straight
 - 3.5% curve left
 - 2.6% curve right
- Road grade
 - 81.8% level
 - 8.0% downhill
 - 7.3% uphill
 - 2.3% hillcrest
- 96.1% were on a dry road surface
- 75.3% were on an asphalt road surface
- Trafficway
 - 67.1% two-way undivided
 - 16.3% two-way divided
 - 8.5% two-way divided positive median barrier
- Point of first contact on vehicle
 - 20.5% front center (clock position 12)
 - 14.6% rear center (clock position 6)
 - 9.3% front left (clock position 11)
 - 7.6% front right (cock position 1)
- What vehicle did
 - A section of the collision report called “What Vehicle Did” requires the officer completing the report to choose a description that best describes what the vehicle did at the time of the collision
 - 34.7% turned left
 - 29.7% went ahead
 - 6.7% stopped
 - 6.1% entered other lane