



# Motorcyclist KAB Injury Crashes (2007-2009)

Motorcycle and One Other Vehicle Involved  
Motorcycle Unsafe Speed

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## 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. A subset was identified involving a motorcycle operator that traveled at an unsafe speed and the driver of the other vehicle made no improper action. This subset has a total of 97 crashes.

Motorcycle Involved Crashes (2007-2009) Motorcyclists with a KAB Injury & One Other Vehicle Involved Unsafe Speed by Motorcycle Operator & No Improper Act/Movement by Other Driver			
Contributing Factor	Number of Motorcycle Operators	% of Total Operators	Number of Other Drivers
Unsafe Speed-Inexperienced Driver (Young)	3	3.1%	
Unsafe Speed-Exceeding Legal Limit	38	39.2%	
Unsafe Speed-For Traffic Conditions	30	30.9%	
Unsafe Speed-Rain or Wet Roadway	4	4.1%	
Unsafe Speed-Wind	1	1.0%	
Unsafe Speed-Vehicle Condition	2	2.1%	
Unsafe Speed-View Obstruction	1	1.0%	
Unsafe Speed-on Curve/Turn	11	11.3%	
Unsafe Speed-Other	7	7.2%	
Other Action-No Improper Action by Driver			97
<b>Total</b>	<b>97</b>	<b>100.0%</b>	<b>97</b>

■ Crashes with motorcyclist KAB injury and a contributing factor of unsafe speed and the other driver made on improper action

- ◆ Locality
  - 40.2% business
  - 28.9% not built up
  - 20.6% residential
- ◆ 68.0% occurred on a clear day and 25.8% occurred on a cloudy day
- ◆ 1.0% occurred in a work zone
- ◆ 41.2% occurred on Friday and Saturday
- ◆ 57.7% occurred between 12:00 Noon and 7:59 p.m.
- ◆ 71.1% occurred in daylight and 15.5% occurred in the dark in a lighted area
- ◆ 63.8% occurred from May to September
- ◆ 43.3% occurred on city streets and 14.4% occurred on rural state highways
- ◆ 29.9% were intersection-related
- ◆ 80.4% occurred on a straight road and 17.5% occurred on a road that curved right
- ◆ 61.9% occurred on a level road and 25.8% occurred on a downhill road
- ◆ 92.8% occurred on a dry road
- ◆ 78.4% occurred on an asphalt road surface and 20.6% occurred on a concrete road
- ◆ 62.9% occurred on a two-way undivided roadway
- ◆ Collision manner
  - 53.1% angle front-to-side right angle (includes broadside)
  - 11.9% head-on (front-to-front)
  - 9.8% angle front-to-side opposite direction

■ **Motorcycle operator - Unsafe Speed**

- ◆ Operator age
  - 32.0% age 16-25
  - 26.8% age 26-35
  - 19.6% age 36-45
  - 11.3% age 46-45
- ◆ 2.1% of the motorcycle operators were distracted
- ◆ Number of riders
  - 97.9% operator only
  - 2.1% operator and one passenger
- ◆ 5.2% of motorcycle operators had an alcohol-related driver condition
- ◆ 99.0% of the motorcycle operators were male
- ◆ 63.2% of the operators killed were not wearing a helmet
- ◆ 43.3% of the operators injured (AB injuries) were not wearing a helmet

- ◆ Traffic control device for the motorcycle operators
  - 63.9% no traffic control device
  - 21.6% were in a no passing zone
  - 9.3% were at a stop sign
- ◆ Point of first contact
  - 56.7% center front (clock position 12)
  - 11.3% left-side center (clock position 9)
  - 9.3% right-side center (clock position 3)
- ◆ 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
  - 53.6% went ahead
  - 13.4% entered lane
  - 8.2% slowed
- ◆ Motorcycle make
  - 22.7% Suzuki
  - 20.6% Honda
  - 19.6% Harley
  - 15.5% Yamaha
  - 14.4% Kawasaki
  - 7.2% Other

■ **Driver of other vehicle – No improper action**

- ◆ Driver Age
  - 23.7% age 26-35
  - 19.6% age 46-55
  - 18.6% age 16-25
  - 17.5% age 36-45
- ◆ 1.0% of drivers were distracted
- ◆ Number of occupants
  - 57.7% driver only
  - 25.8% driver and one passenger
  - 8.2% driver and two passengers
  - 6.2% driver and three or more passengers
- ◆ 4.1% of drivers had an alcohol-related driver condition
- ◆ 56.7% of drivers were male
- ◆ Traffic control device
  - 62.9% no control device

- 20.6% no passing zone
- 9.3% traffic control signal
- Vehicle type
  - 36.1% 4-door passenger vehicle
  - 21.6% pickups
  - 12.4% SUV
  - 9.3% 2-door passenger vehicle
  - 6.2% passenger van
- Point of first contact
  - 44.3% rear center (clock position 6)
  - 11.3% front center (clock position 12)
  - 10.3% left-side rear (clock position 7)
- 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
  - 28.9% went ahead
  - 22.7% turned left
  - 14.4% slowed
  - 13.4% stopped