



# Motorcyclist KAB Injury Crashes (2007-2009)

Motorcycle and One Other Vehicle Involved  
Other Vehicle Failed to Yield

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## 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 who made no improper action and the driver of the other vehicle failed to yield. This subset has a total of 388 crashes.

Motorcyclist KAB Injury Crashes (2007-2009) Involving Motorcyclists with a KAB Injury and One Other Vehicle Other Driver Failed to Yield			
Contributing Factor	Number of Motorcycle Operators	Number of Other Drivers	% of Total Drivers
Failed to Yield – From Stop Sign		160	41.2%
Failed to Yield – From Yield Sign		10	2.6%
Failed to Yield – Private Drive		96	24.7%
Failed to Yield – County Road at Through Highway		1	.3%
Failed to Yield – From Signal Light		15	3.9%
Failed to Yield – To Vehicle on Right		11	2.8%
Failed to Yield – To Vehicle at Intersection		41	10.6%
Failed to Yield – Other		54	13.9%
Other Action – No Improper Action by Driver	388		
<b>Total</b>	<b>388</b>	<b>388</b>	<b>100.00%</b>

■ Crashes involving a motorcyclists with a KAB injury and one other vehicle that failed to yield

- ◆ Day of week
  - 18.6% on Friday
  - 14.9% on Thursday
  - 14.7% on Monday
  - 14.7% on Wednesday
  - 14.7% on Saturday
- ◆ Lighting
  - 78.9% daylight
  - 10.6% dark, lighted
  - 6.2% dark, not lighted
- ◆ Locality
  - 56.7% business locality
  - 21.4% residential
  - 10.6% not built up
- ◆ 69.8% occurred in clear weather and 28.1% occurred in cloudy weather
- ◆ 1.0% occurred in a work zone
- ◆ 67.8% occurred between 12:00 Noon and 7:59 p.m.
- ◆ 40.8% occurred between May and July
- ◆ Collision manner
  - 53.1% front-to-side right angle (includes broadside)
  - 11.9% head-on (front-to-front)
  - 9.8% angle front-to-side (opposite direction)
  - 7.2% other
  - 7.0% rear-end (front-to-rear)
- ◆ Highway class
  - 59.0% city street
  - 12.9% urban state highway
  - 12.6% urban U.S. highway
- ◆ 66.5% were intersection-related

■ Vehicle driver that failed to yield

- ◆ Driver age
  - 27.3% age 16-25
  - 19.8% age 26-35
  - 13.1% age 46-55
  - 12.4% age 36-45
- ◆ Driver distraction

- 1.1% by electronic device
- 2.4% other
- 2.8% of the drivers had an alcohol-related driver condition
- 51.5% of the drivers were male
- 88.7% of the drivers were using restraints
- Traffic control device
  - 43.8% stop sign
  - 41.5% no control
  - 9.0% traffic control signal
  - 2.6% yield sign
  - 2.1% no passing zone
- Number of occupants in vehicle
  - 70.6% driver only
  - 17.3% driver and one passenger
  - 8.5% driver and two passengers
  - 3.1% driver and three or more passengers
- 98.2% of the drivers were on a straight road
- 89.9% of the drivers were on a level road
- 97.4% of the drivers were on a road with a dry surface
- 77.3% of the drivers were on an asphalt road
- Trafficway
  - 72.2% undivided two-way
  - 12.1% divided two-way
  - 5.4% driveway
  - 3.6% divided two-way with positive median barrier
- Vehicle configuration
  - 45.1% 4-door passenger vehicle
  - 23.2% pickup truck
  - 14.2% SUV
  - 9.3% 2-door passenger vehicle
  - 5.7% passenger van
- Point of first contact on vehicle
  - 20.4% front center (clock position 12)
  - 14.4% front left (clock position 11)
  - 8.2% right-side rear (clock position 4)
  - 7.2% front right (clock 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
- 52.6% turned left
- 28.1% went ahead
- 7.5% started from park/stop

■ **Motorcycle operator that made no improper action**

- Operator age
  - 24.7% age 46-55
  - 21.6% age 16-25
  - 19.6% age 26-35
  - 18.8% age 36-45
- 4.9% (19) of the operators were killed and 63.2% were not wearing a helmet
- 0.3% of operators were distracted by an electronic device
- 2.6% of the operators had an alcohol-related driver condition
- 97.4% of the operators were male
- Traffic control device
  - 80.9% no traffic control device
  - 9.5% traffic control signal
  - 6.4% no passing zone
  - 2.1% stop sign
- Number of riders
  - 87.9% of the motorcycles were ridden by the operator only
  - 11.9% of the motorcycles were ridden by the operator and one passenger
- 96.9% were on a straight road
- 86.1% were on a level road
- 97.4% were on a road with a dry surface
- 77.6% of the road surfaces were asphalt
- Trafficway
  - 73.2% undivided two-way
  - 18.0% divided two-way
  - 5.4% divided two-way with positive median barrier
- Make of motorcycle
  - 29.4% Harley
  - 20.9% Honda
  - 16.5% Yamaha
  - 13.1% Suzuki
  - 11.3% Kawasaki

- 8.8% Other
- ◆ Point of first contact on motorcycle
  - 60.1% front center (clock position 12)
  - 8.5% right-side center (clock position 3)
  - 8.0% left-side center (clock position 9)
- ◆ 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
  - 84.0% went ahead
  - 7.5% swerved left
  - 2.8% slowed
  - 1.5% swerved right