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07 ARIZONA DATA BRIEF · 2024 RECORDS

# SAME STATE. DIFFERENT PATTERNS.

Urban and rural motorcycle crashes.
A closer look at Arizona's 2024 records.

## RURAL SHARE OF RECORDED MOTORCYCLE CRASHES

**19.5%**

of all motorcycle crashes

**25.2%**

of fatal motorcycle crashes

593 of 3,036 crashes · 55 of 218 fatal crashes

Counts of crashes, not people. This is not a measure of risk per ride or mile.

Source: ADOT, 2024 Arizona Motor Vehicle Crash Facts, Table 8-4.

**A careful look at the numbers**

Official aggregate data, visible calculations and clear limits.

01 • Arizona motorcycle data • 2024

# Most were urban. That's only half the story.

Rural areas had 19.5% of recorded motorcycle crashes and 25.2% of fatal motorcycle crashes.

### WHERE THE RECORDED CRASHES HAPPENED

Arizona motorcycle crashes | 2024 published report

**All crashes: 3,036**




2,443 urban + 593 rural = 3,036 crashes

**Fatal crashes: 218**




163 urban + 55 rural = 218 crashes

Source: ADOT 2024 Crash Facts, Table 8-4. Percentages calculated by Impact Legal.

## Two questions, two answers

Where were most motorcycle crashes recorded? Urban areas. Did rural areas account for the same share of fatal crashes? No. Their share was larger. Both findings come from the same ADOT table.

## Read this as a historical snapshot

This brief analyzes ADOT's published **2024** report. The agency now offers newer dashboards. These figures describe that report's records, not today's totals or a forecast for your next ride.

**Disclaimer**

Impact Legal prepared this resource to help readers understand Arizona accident claims, insurance issues and related information. It is provided for general education, not as legal advice for any particular person or case. Receiving, reading or using this resource does not create an attorney-client relationship with Impact Legal. Laws, procedures and policy terms can change, and the information may not apply to your circumstances. Do not act or delay action based solely on this resource. An attorney can review the specific facts, applicable law and deadlines in your situation. Examples, illustrations and statistics are educational and do not promise or predict the outcome of any claim.

**COUNTS HAVE LIMITS**

We don't have miles or trips ridden in each setting. These percentages cannot tell you which route is safer per mile.

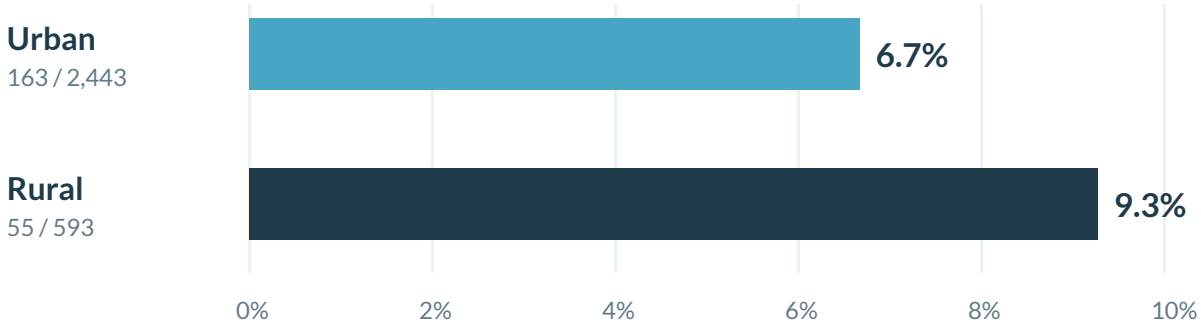
02 · Read the denominator

# A different question needs a different fraction.

Among the crashes recorded in each setting, what share was classified as fatal?

**FATAL SHARE WITHIN EACH SETTING**

Fatal crashes divided by all recorded motorcycle crashes in that setting




**Not a per-mile or per-trip risk estimate.**

Source: ADOT 2024 Crash Facts, Table 8-4. Calculations by Impact Legal.

## The difference is 2.6 percentage points

Using each setting's own crash total, the fatal share was 9.3% rural and 6.7% urban. That is a description of the recorded crashes. It is not the chance that a rider will crash or die.

## The table doesn't tell us why

This comparison doesn't separate speed, road design, traffic, care access or other factors. It cannot identify a cause. It also cannot establish fault in an individual collision.

**KEEP THE UNITS STRAIGHT**

A fatal crash is an event classified as fatal. It isn't a count of people killed or a measure of a particular rider's outcome. Source: ADOT Table 8-4.

03 · The numbers behind the charts

# Show me the numbers.

All six rows from ADOT's motorcycle geographic table, with crash events and people kept separate.

| Measure | Arizona | Urban | Rural |
|---|---|---|---|
| **Total crashes** | 3,036 | 2,443 | 593 |
| **Fatal crashes** | 218 | 163 | 55 |
| **Injury crashes** | 2,372 | 1,902 | 470 |
| **Property-damage-only crashes** | 446 | 378 | 68 |
| **Persons killed (people)** | 219 | 163 | 56 |
| **Persons injured (people)** | 2,503 | 1,987 | 516 |

Arizona motorcycle crashes and people, calendar 2024; ADOT published report, Table 8-4

## What adds up

Fatal, injury and property-damage-only crashes total 3,036. Urban and rural values add to the statewide figure in every row. The table publishes no separate unknown-geography row.

## What doesn't belong in that sum

Don't add the people rows to the crash rows. A single event can involve several people. Likewise, don't read 218 fatal crashes as 218 motorcycle riders killed.

**CHECK IT YOURSELF**

Download the six-row CSV or open Table 8-4 in ADOT's report. Printed page 51 is page 61 in the PDF viewer.

04 • Sources and method

# Enough detail to check our work.

Original calculations by Impact Legal using published ADOT aggregates. No individual crash records or client information.

## One source, one year

We transcribed all six rows of 2024 Crash Facts, Table 8-4, and checked the counts against the report's motorcycle summary. ADOT published the report July 9, 2025. We accessed it November 14, 2026.

The report covers calendar 2024 and uses law-enforcement crash reports submitted to ADOT. Later revisions can change counts. It cannot capture crashes that were never reported.

## How the percentages work

For a geographic share, divide a setting's count by the statewide count for the same measure. For the fatal share within a setting, divide fatal crashes by all motorcycle crashes in that setting. Multiply by 100 and round once to one decimal place.

We retained ADOT's urban/rural labels. The cited table does not specify its boundary rule. We did not reclassify locations or treat urban/rural as a substitute for city, county or road ownership.

## For readers who want the detail

- Methods, definitions and limitations
- Source rows as CSV
- Numerators, denominators and calculated values
- Reproduction script
- ADOT's current crash-data collection

## If you're here because of a crash

Statewide numbers don't explain your collision. The motorcycle guide and rider evidence kit can help you organize the records that do: witnesses, original images, bike and gear information, medical documents and coverage questions.

**USE THE FINDING ACCURATELY**

Attribute the source as ADOT's 2024 published report and the calculations as Impact Legal's. Keep the year and crash-based denominator with the percentages.