# Traffic Safety Facts

## 2015 Data

March 2017

DOT HS 812 382

NHTSA

# Bicyclists and Other Cyclists

### Key Findings

- There were 818 pedalcyclist deaths in 2015, which accounted for 2.3 percent of all traffic fatalities during the year.
- Seventy percent of pedalcyclists who died in motor vehicle crashes in 2015 died in crashes in urban areas.
- Over the 10-year period from 2006 to 2015, the average age of pedalcyclists killed in motor vehicle crashes increased from 41 to 45.
- The pedalcyclist fatality rate per million people was almost 6 times higer for males than females in 2015.
- Alcohol involvement – either for the motor vehicle operator or for the pedalcyclist – was reported in 37 percent of all fatal pedalcyclist crashes in 2015.
- More than 27 percent of the pedalcyclists who died in 2015 had blood alcohol concentrations (BACs) of .01 g/dL or greater.

Pedalcyclists, as defined for this fact sheet, are bicyclists and other cyclists including riders of two-wheel, nonmotorized vehicles, tricycles, and unicycles powered solely by pedals. A traffic crash is defined as an incident that involved one or more motor vehicles where at least one vehicle was in transport and the crash originated on a public trafficway such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. Pedalcyclist crashes in this fact sheet exclude bicycle crashes that do not involve motor vehicles.

In this fact sheet, the 2015 pedalcyclist information is presented as follows.

- Overview
- Environmental Characteristics
- Time of Day and Day of Week
- Age and Gender
- Alcohol Involvement
- Vehicle Type and Impact Point
- Fatalities by State
- Fatalities by City
- Important Safety Reminders

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes in the 50 States, the District of Columbia, and Puerto Rico (Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

## Overview

In 2015 there were 818 pedalcyclists killed in motor vehicle traffic crashes in the United States, an increase from 729 in 2014. An additional estimated 45,000 pedalcyclists were injured in crashes in 2015, which was not a significant change from the previous year. Pedalcyclist deaths accounted for 2.3 percent of all motor vehicle traffic fatalities (Tables 1 and 2), and made up 1.8 percent of the people injured in traffic crashes during the year.

The number of pedalcyclists killed in 2015 is 12.2 percent higer than the 729 pedalcyclists killed in 2014, while there were 10 percent fewer pedalcyclists injured than the estimated 50,000 injured in 2014.

U.S. Department of Transportation

**National Highway Traffic Safety Administration**

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Table 1
**Total Fatalities and Pedalcyclist Fatalities in Traffic Crashes, 2006–2015**

| Year | Total Fatalities | Pedalcyclist Fatalities | Percentage of Total Fatalities |
|---|---|---|---|
| 2006 | 42,708 | 772 | 1.8% |
| 2007 | 41,259 | 701 | 1.7% |
| 2008 | 37,423 | 718 | 1.9% |
| 2009 | 33,883 | 628 | 1.9% |
| 2010 | 32,999 | 623 | 1.9% |
| 2011 | 32,479 | 682 | 2.1% |
| 2012 | 33,782 | 734 | 2.2% |
| 2013 | 32,893 | 749 | 2.3% |
| 2014 | 32,744 | 729 | 2.2% |
| 2015 | 35,092 | 818 | 2.3% |

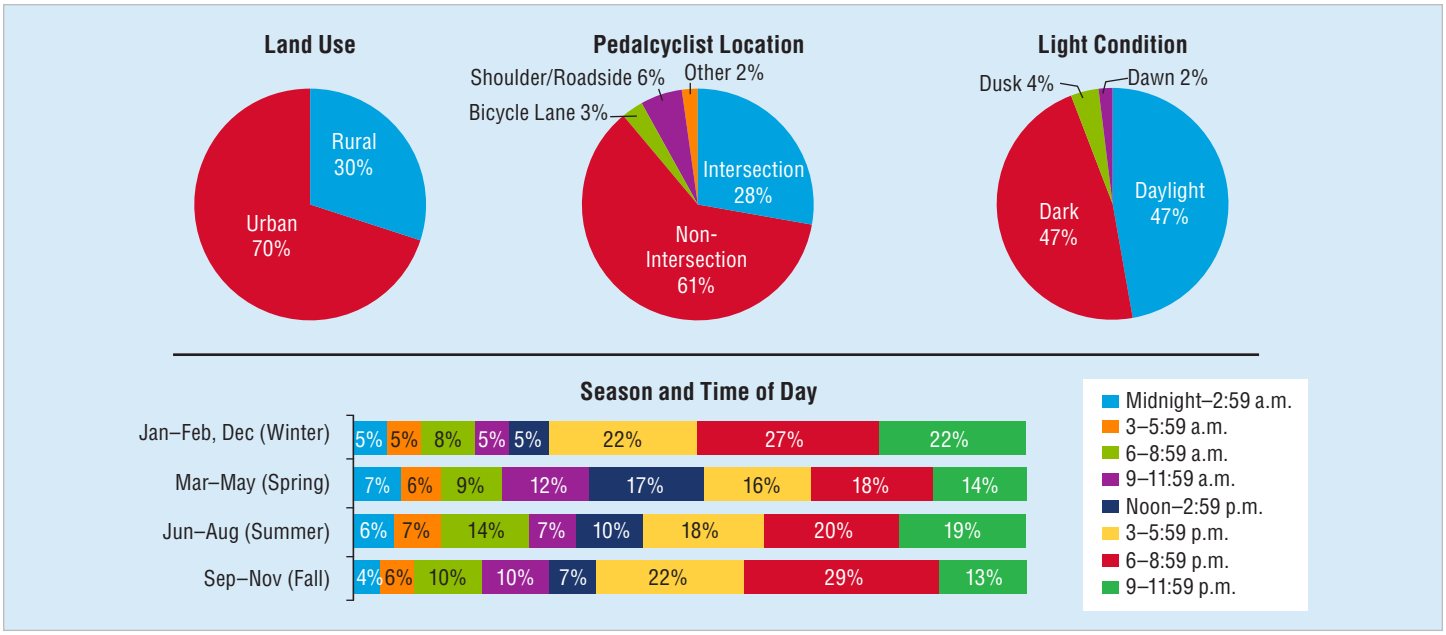
Source: Fatality Analysis Reporting System (FARS) 2006–2014 Final File, 2015 Annual Report File (ARF).

## Environmental Characteristics

Figure 1 shows information about the settings surrounding pedalcyclist fatalities in 2015—land use, pedalcyclist location, light condition, and time of day and season.

- The majority of pedalcyclist fatalities occurred in urban areas (70%) as opposed to rural areas (30%).
- Most pedalcyclist fatalities occurred at non-intersections (61%); 3 percent occurred in bicycle lanes.
- Equal percentages (47%) of pedalcyclist fatalities occurred in daylight crashes as during dark. Four percent of the fatalities occurred during dusk, and the remaining 2 percent during dawn light conditions.
- Time of day is divided into eight 3-hour intervals starting at midnight, and season is defined by months.
- Regardless of season, the 6 p.m. to 8:59 p.m time period had the highest percentage (compared to all other 3-hour periods) of pedalcyclist fatalities: 27 percent in winter, 18 percent in spring, 20 percent in summer, and 29 percent in fall.
- The surrounding time periods (3 p.m. to 5:59 p.m and 9 p.m. to 11:59 p.m.) had the second and third highest percentages of the 3-hour time periods each season. In winter these two time intervals contained the same percentage of fatalities (22%); in spring, the afternoon (16%) was slightly higher than the late evening (14%); in summer, late evening was slightly higher (19%) than the afternoon (18%); and in the fall, the afternoon was higher (22%) than late evening (13%).

Figure 1
**Percentage of Pedalcyclist Fatalities in Relation to Land Use, Pedalcyclist Location, Light Condition, and Season and Time of Day, 2015**



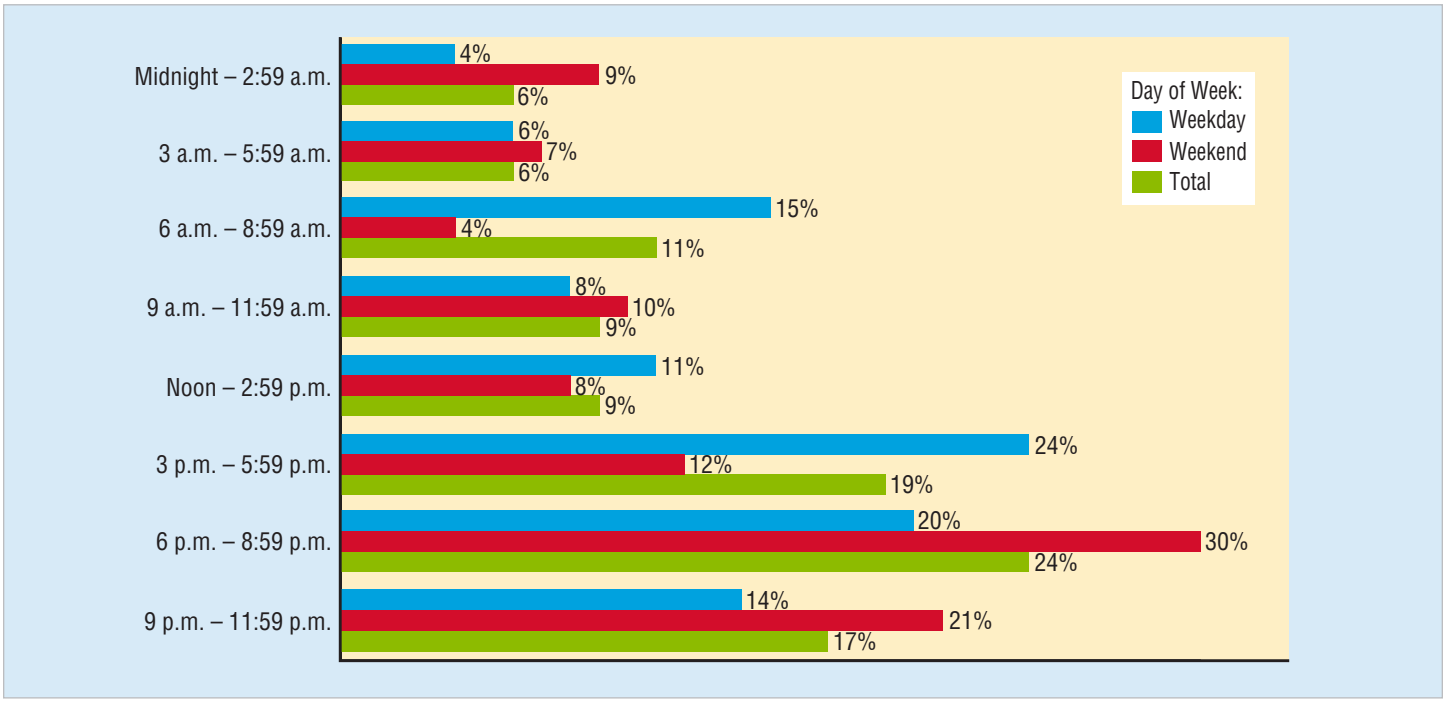

Source: FARS 2015 ARF. Note: Percentage of unknown values are not displayed. Segments may not total 100% due to rounding.

## Time of Day and Day of Week

In Figure 2, time of day is divided into eight 3-hour time intervals starting at midnight, and day of week is defined as weekday (6 a.m. Monday to 5:59 p.m. Friday) and weekend (6 p.m. Friday to 5:59 a.m. Monday). To summarize this information concerning 2015 pedalcyclist fatalities:

- During weekdays, the time period with the highest frequency of pedalcyclist fatalities was from 3 p.m. to 5:59 p.m. (24%), compared to weekends during which 6 p.m. to 8:59 p.m. had the most frequent occurrence of pedalcyclist fatalities (30%).
- On the weekdays, 15 percent of pedalcyclist fatalities occurred between 6 a.m. and 8:59 a.m. On weekends, 4 percent of pedalcyclist fatalities occurred during this time.
- The time period with the largest frequency of pedalcyclist fatalities overall was 6 p.m. to 8:59 p.m. (24%) followed by 3 p.m. to 5:59 p.m. (19%).

Figure 2
**Percentage of Pedalcyclist Fatalities, by Time of Day and Day of Week, 2015**




Source: FARS 2015 ARF.

## Age and Gender

In 2015, the average age of pedalcyclists killed in traffic crashes was 45. Over the past 10 years, the average age of pedalcyclists both killed and injured in motor vehicle crashes has steadily increased. The average age of pedalcyclists killed has increased from 41 in 2006 to 45 in 2015. The average age of pedalcyclists injured has increased from 30 in 2006 to 35 in 2015.

The majority of pedalcyclists killed (85%) or injured (80%) in 2015 were males. The largest number of both male (92) and female (16) fatalities were 55 to 59 years old. The largest number of males injured (4,000) occurred in the 10-to-14, 15-to-19, and 25-to-29 year age groups. For females, the largest number of pedalcyclists injured (2,000) was in the 20-to-24 age group.

In 2015 the population-based pedalcyclist fatality rate was almost 6 times higher for males than for females, and the injury rate was more than 4 times higher for males (see Table 2). Pedalcyclists 55 to 59 years old had the highest fatality rate (4.95 per million people) based on population. The rate for this age group for males, 8.68 per million males, was also the highest. For females, the age group 65-to-69 had the highest rate, 1.53 per million females. The highest injury rate (256 per million people) occurred in the 15-to-19 age group. This age group also had highest rate for males (513). Females age 20-to-24 had the highest pedalcyclist injury rate, 173.

Children 14 and younger accounted for 5 percent of all pedalcyclists killed and 12 percent of those injured in traffic crashes in 2015. Table 2 groups pedalcyclist killed and injured in 2015 according to their age and gender, and presents population based fatality and injury rates as well.

Table 2

**Pedalcyclists Killed/Injured in Traffic Crashes and Fatality/Injury Rates, by Age and Gender, 2015**

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Killed | Population (thousands) | Fatality Rate* | Killed | Population (thousands) | Fatality Rate* | Killed | Population (thousands) | Fatality Rate* |
| <5 | 6 | 10,178 | 0.59 | 0 | 9,730 | 0.00 | 6 | 19,907 | 0.30 |
| 5–9 | 8 | 10,459 | 0.76 | 2 | 10,028 | 0.20 | 10 | 20,487 | 0.49 |
| 10–14 | 23 | 10,520 | 2.19 | 5 | 10,102 | 0.49 | 28 | 20,622 | 1.36 |
| Children (≤14) | 37 | 31,157 | 1.19 | 7 | 29,860 | 0.23 | 44 | 61,016 | 0.72 |
| 15–19 | 43 | 10,798 | 3.98 | 4 | 10,311 | 0.39 | 47 | 21,109 | 2.23 |
| 20–24 | 39 | 11,668 | 3.34 | 12 | 11,071 | 1.08 | 51 | 22,739 | 2.24 |
| 25–29 | 38 | 11,409 | 3.33 | 7 | 11,052 | 0.63 | 45 | 22,462 | 2.00 |
| 30–34 | 41 | 10,890 | 3.77 | 11 | 10,786 | 1.02 | 52 | 21,676 | 2.40 |
| 35–39 | 38 | 10,173 | 3.74 | 6 | 10,201 | 0.59 | 44 | 20,375 | 2.16 |
| 40–44 | 53 | 10,030 | 5.28 | 10 | 10,185 | 0.98 | 63 | 20,215 | 3.12 |
| 45–49 | 71 | 10,335 | 6.87 | 8 | 10,519 | 0.76 | 79 | 20,854 | 3.79 |
| 50–54 | 87 | 10,964 | 7.94 | 12 | 11,370 | 1.06 | 99 | 22,334 | 4.43 |
| 55–59 | 92 | 10,598 | 8.68 | 16 | 11,210 | 1.43 | 108 | 21,808 | 4.95 |
| 60–64 | 69 | 9,117 | 7.57 | 9 | 9,953 | 0.90 | 78 | 19,070 | 4.09 |
| 65–69 | 37 | 7,596 | 4.87 | 13 | 8,471 | 1.53 | 50 | 16,067 | 3.11 |
| 70–74 | 22 | 5,296 | 4.15 | 4 | 6,187 | 0.65 | 26 | 11,483 | 2.26 |
| 75–79 | 14 | 3,611 | 3.88 | 0 | 4,513 | 0.00 | 14 | 8,124 | 1.72 |
| 80+ | 11 | 4,587 | 2.40 | 1 | 7,500 | 0.13 | 12 | 12,087 | 0.99 |
| People ≥65 | 84 | 21,090 | 3.98 | 18 | 26,671 | 0.67 | 102 | 47,761 | 2.14 |
| **Total†** | **697** | **158,229** | **4.40** | **120** | **163,190** | **0.74** | **817** | **321,419** | **2.54** |

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Injured | Population (thousands) | Injury Rate* | Injured | Population (thousands) | Injury Rate* | Injured | Population (thousands) | Injury Rate* |
| <5 | ** | 10,178 | ** | ** | 9,730 | ** | ** | 19,907 | ** |
| 5–9 | 1,000 | 10,459 | 102 | ** | 10,028 | ** | 1,000 | 20,487 | 57 |
| 10–14 | 4,000 | 10,520 | 363 | ** | 10,102 | ** | 4,000 | 20,622 | 201 |
| Children (≤14) | 5000 | 31,157 | 160 | ** | 29,860 | ** | 5000 | 61,016 | 82 |
| 15–19 | 4,000 | 10,798 | 413 | 1,000 | 10,311 | 92 | 5,000 | 21,109 | 256 |
| 20–24 | 3,000 | 11,668 | 258 | 2,000 | 11,071 | 173 | 5,000 | 22,739 | 217 |
| 25–29 | 4,000 | 11,409 | 354 | 1,000 | 11,052 | 63 | 5,000 | 22,462 | 211 |
| 30–34 | 2,000 | 10,890 | 145 | 1,000 | 10,786 | 123 | 3,000 | 21,676 | 134 |
| 35–39 | 3,000 | 10,173 | 311 | ** | 10,201 | ** | 3,000 | 20,375 | 171 |
| 40–44 | 2,000 | 10,030 | 227 | ** | 10,185 | ** | 3,000 | 20,215 | 136 |
| 45–49 | 3,000 | 10,335 | 300 | 1,000 | 10,519 | 50 | 4,000 | 20,854 | 174 |
| 50–54 | 3,000 | 10,964 | 254 | 1,000 | 11,370 | 51 | 3,000 | 22,334 | 151 |
| 55–59 | 3,000 | 10,598 | 274 | 1,000 | 11,210 | 53 | 3,000 | 21,808 | 160 |
| 60–64 | 2,000 | 9,117 | 233 | ** | 9,953 | ** | 2,000 | 19,070 | 131 |
| 65–69 | 1,000 | 7,596 | 111 | ** | 8,471 | ** | 1,000 | 16,067 | 74 |
| 70–74 | 1,000 | 5,296 | 101 | ** | 6,187 | ** | 1,000 | 11,483 | 56 |
| 75–79 | ** | 3,611 | ** | ** | 4,513 | ** | ** | 8,124 | ** |
| 80+ | ** | 4,587 | ** | ** | 7,500 | ** | ** | 12,087 | ** |
| People ≥65 | 2000 | 21,090 | 95 | ** | 26,671 | ** | 2000 | 47,761 | 42 |
| **Total** | **36,000** | **158,229** | **229** | **9,000** | **163,190** | **54** | **45,000** | **321,419** | **140** |

Sources: 2015 ARF. NASS GES 2015. Bureau of the Census population projections.

*Rate per *million* population. Population estimates from Annual Estimates of the Resident Population for Selected Age Groups by Sex for the United States, States, Counties and Puerto Rico Commonwealth and Municipios: April 1, 2010 to July 1, 2015; Source: U.S. Census Bureau, Population Division; Release Date: June 2016. Retrieved from http://factfinder2.census.gov/bkmk/table/1.0/en/PEP/2015/PEPSR5H.

**Less than 500 injured; injury rate not shown. †One pedalcyclist of unknown gender is not included.

Note: Injured totals may not equal sum of components due to independent rounding.

## Alcohol Involvement

Alcohol involvement (BAC of .01 g/dL or higher) – either for a motor vehicle driver involved in a fatal pedalcyclist crash and/or the fatally injured pedalcyclist – was reported in 37 percent of the traffic crashes that resulted in pedalcyclist fatalities in 2015 as shown in Table 3. (Note Table 3 contains data about the number and percentages of crashes rather than the number and percentages of fatalities as in Table 4.) In 31 percent of the crashes, either the driver or the pedalcyclist (or both) was reported to have a BAC of .08 g/dL or higher.

Table 3
**Alcohol Involvement of Drivers and Pedalcyclists in Crashes Resulting in Pedalcyclist Fatalities, 2015**

| | Driver, BAC=.00 | | Driver, BAC=.01–.07 | | Driver, BAC=.08+ | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Pedalcyclist, BAC=.00 | 511 | 63% | 21 | 3% | 70 | 9% | 601 | 74% |
| Pedalcyclist, BAC=.01–.07 | 27 | 3% | 2 | 0% | 6 | 1% | 35 | 4% |
| Pedalcyclist, BAC=.08+ | 145 | 18% | 8 | 1% | 24 | 3% | 177 | 22% |
| Total | 683 | 84% | 30 | 4% | 100 | 12% | 813 | 100% |

Source: FARS 2015 ARF.
Note: The alcohol levels in this table were determined using the alcohol levels of pedalcyclists killed and the involved drivers (killed or surviving).

More than one-fourth (27%) of the pedalcyclists killed in 2015 had BACs of .01 g/dL or higher, and more than one-fifth (22%) had BACs of .08 g/dL or higher. These percentages are markedly lower than 10 years ago when 34 percent of pedalcyclists killed had BACs of .01 g/dL or higher and 28 percent had BACs of .08 g/dL or higher.

As shown in Table 4, in 2006 the age groups with the highest alcohol involvement – at both .01+ g/dL and .08+ g/dL – were the 21-to-24 and 45-to-54 age groups; the 25-to-34 and 35-to-44 age groups both also had a large percent at .01+. In 2015 the percentage of those with any level of alcohol involvement were generally lower than in 2006. Those in the 25-to-34 and 45-to-54 age groups had highest percentage of fatally injured pedalcyclists at both the .01+ and .08+ BAC levels in 2015.

Table 4
**Alcohol Involvement of Pedalcyclists Killed in Traffic Crashes, by Age, 2006 and 2015**

| Age Group (Years) | 2006 | | | | | 2015 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Number of Fatalities | Percentage With BAC=.00 | Percentage With BAC=.01–.07 | Percentage With BAC=.08+ | Percentage With BAC=.01+ | Number of Fatalities | Percentage With BAC=.00 | Percentage With BAC=.01–.07 | Percentage With BAC=.08+ | Percentage With BAC=.01+ |
| 16–20 | 55 | 80% | 7% | 13% | 20% | 51 | 91% | 2% | 7% | 9% |
| 21–24 | 33 | 58% | 2% | 40% | 42% | 41 | 69% | 5% | 26% | 31% |
| 25–34 | 93 | 58% | 7% | 35% | 42% | 97 | 64% | 7% | 29% | 36% |
| 35–44 | 119 | 58% | 9% | 33% | 42% | 107 | 72% | 6% | 22% | 28% |
| 45–54 | 163 | 57% | 3% | 40% | 43% | 178 | 65% | 3% | 32% | 35% |
| 55–64 | 102 | 72% | 9% | 20% | 28% | 186 | 72% | 6% | 22% | 28% |
| 65–74 | 50 | 90% | 2% | 8% | 10% | 76 | 85% | 3% | 12% | 15% |
| 75–84 | 32 | 84% | 14% | 2% | 16% | 21 | 96% | 0% | 4% | 4% |
| 85+ | 9 | 98% | 1% | 1% | 2% | 5 | 98% | 2% | 0% | 2% |
| Total* | 656 | 66% | 6% | 28% | 34% | 762 | 73% | 5% | 23% | 27% |

Source: FARS 2006 Final File, 2015 ARF.
*Excluding pedalcyclists under 16 years old and pedalcyclists of unknown age.

## Vehicle Type and Impact Point

Table 5 presents the number of pedalcyclists killed by vehicle type and initial point of impact of the vehicle when it contacted the pedalcyclist in single-vehicle crashes in 2015.

- Ninety-six percent (783) of the pedalcyclists killed were involved in single-vehicle crashes.
- Pedalcyclists were impacted by the front of the vehicle in 84 percent of the fatal crashes.
- Light trucks were the most frequently involved vehicle in motor vehicle crashes in which a pedalcyclist was killed. Forty-five percent (352 of the 783) of the pedalcyclists killed were struck by light trucks. In 86 percent (301) of these crashes, the pedalcyclist came in contact with the front of the light truck.
- Large trucks and buses showed a different pattern than passenger vehicles with respect to impact point. Fewer than one-half of the pedalcyclists killed were struck by the front of the large truck, and just over one-half were struck by the front of the bus, compared to over 85 percent for other vehicles.
- The right side of the large truck was the most fequent impact point, accounting for 21 percent of the fatalities, whereas for passenger vehicles this percentage was 6 percent or less. This could be due to the wide right turns required of a large truck.

Table 5
**Pedalcyclists Killed in Single-Vehicle Crashes, by Vehicle Type Involved and Point of Impact, 2015**

| Vehicle Type | Initial Point of Impact on Vehicle | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number |
| Passenger Car | 294 | 92.5% | 14 | 4.4% | 5 | 1.6% | – | – | 5 | 1.6% | 318 |
| Light Trucks* | 301 | 85.5% | 22 | 6.3% | 9 | 2.6% | 10 | 2.8% | 10 | 2.8% | 352 |
| *SUV* | *114* | *88.4%* | *7* | *5.4%* | *5* | *3.9%* | *1* | *0.8%* | *2* | *1.6%* | *129* |
| *Pickup* | *140* | *82.8%* | *10* | *5.9%* | *4* | *2.4%* | *7* | *4.1%* | *8* | *4.7%* | *169* |
| *Van* | *44* | *89.8%* | *3* | *6.1%* | – | – | *2* | *4.1%* | – | – | *49* |
| *Other/Unknown Light Truck* | *3* | *60.0%* | *2* | *40.0%* | – | – | – | – | – | – | *5* |
| Large Truck | 25 | 47.2% | 11 | 20.8% | 4 | 7.5% | 8 | 15.1% | 5 | 9.4% | 53 |
| Bus | 5 | 55.6% | 1 | 11.1% | – | – | 1 | 11.1% | 2 | 22.2% | 9 |
| Other/ Unknown Vehicle | 33 | 64.7% | – | – | – | – | – | – | 18 | 35.3% | 51 |
| Total | 658 | 84.0% | 48 | 6.1% | 18 | 2.3% | 19 | 2.4% | 40 | 5.1% | 783 |

*Includes other/unknown light trucks.
Source: FARS 2015 ARF

## Fatalities by State

Table 6 shows the population, total traffic fatalities, pedalcyclist fatalities, the percentage of total traffic fatalities that were pedalcyclist, and the population based pedalcyclist fatality rates fatalities by State for 2015. Among all States and the District of Columbia, fatalities in all motor vehicle traffic crashes in 2015 ranged from 3,516 (Texas) to 23 (District of Columbia), in part depending on size and population. Note in this section, as well as the following section on fatalities by city, that the populations of States and cities can vary greatly from the recorded resident population. States with substantial seasonal tourism, such as Florida, and cities with a large influx of daily commuters, such as Washington, DC, have at times a substantially larger population than is reflected in their numbers of residents. Puerto Rico is included in Table 6, but is not included in the overall U.S. total.

In 2015:

- The largest number of pedalcyclist fatalities occurred in Florida (150), followed by California (129). Every other State had 50 or fewer pedalcyclist fatalities.
- There were no pedalcyclist fatalities in Alaska, Idaho, Maine, Rhode Island, or Wyoming.
- The percentage of pedalcyclist fatalities among total fatalities in States ranged from a high of 7 percent (Vermont) to a low of 0.4 percent (Montana and West Virginia) for those States experiencing pedalcyclist fatalities, compared to the national percentage of 2.3 percent.
- The highest fatality rate per million population was in Florida (7.4 fatalities per million residents) followed by Louisiana (7.3 fatalities per million residents), compared to the national rate of 2.5. Of those States that experienced pedalcyclist fatalitities, West Virginia had the lowest fatality rate per million population (0.54) followed by Connecticuit (0.84).

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Table 6

**Motor Vehicle Traffic Crash Fatalities, Pedalcyclist Traffic Fatalities, and Fatality Rates, by State, 2015**

| State | Resident Population (thousands) | Total Traffic Fatalities | Pedalcyclist Fatalities | Percentage of Total Traffic Fatalities | Pedalcyclist Fatalities per Million Population |
|---|---|---|---|---|---|
| Alabama | 4,859 | 849 | 9 | 1.1% | 1.9 |
| Alaska | 738 | 65 | 0 | 0.0% | 0.0 |
| Arizona | 6,828 | 893 | 29 | 3.2% | 4.3 |
| Arkansas | 2,978 | 531 | 3 | 0.6% | 1.0 |
| California | 39,145 | 3,176 | 129 | 4.1% | 3.3 |
| Colorado | 5,457 | 546 | 13 | 2.4% | 2.4 |
| Connecticut | 3,591 | 266 | 3 | 1.1% | 0.8 |
| Delaware | 946 | 126 | 3 | 2.4% | 3.2 |
| Dist of Columbia | 672 | 23 | 1 | 4.3% | 1.5 |
| Florida | 20,271 | 2,939 | 150 | 5.1% | 7.4 |
| Georgia | 10,215 | 1,430 | 23 | 1.6% | 2.3 |
| Hawaii | 1,432 | 94 | 2 | 2.1% | 1.4 |
| Idaho | 1,655 | 216 | 0 | 0.0% | 0.0 |
| Illinois | 12,860 | 998 | 26 | 2.6% | 2.0 |
| Indiana | 6,620 | 821 | 12 | 1.5% | 1.8 |
| Iowa | 3,124 | 320 | 5 | 1.6% | 1.6 |
| Kansas | 2,912 | 355 | 3 | 0.8% | 1.0 |
| Kentucky | 4,425 | 761 | 7 | 0.9% | 1.6 |
| Louisiana | 4,671 | 726 | 34 | 4.7% | 7.3 |
| Maine | 1,329 | 156 | 0 | 0.0% | 0.0 |
| Maryland | 6,006 | 513 | 11 | 2.1% | 1.8 |
| Massachusetts | 6,794 | 306 | 9 | 2.9% | 1.3 |
| Michigan | 9,923 | 963 | 33 | 3.4% | 3.3 |
| Minnesota | 5,490 | 411 | 10 | 2.4% | 1.8 |
| Mississippi | 2,992 | 677 | 5 | 0.7% | 1.7 |
| Missouri | 6,084 | 869 | 9 | 1.0% | 1.5 |
| Montana | 1,033 | 224 | 1 | 0.4% | 1.0 |
| Nebraska | 1,896 | 246 | 4 | 1.6% | 2.1 |
| Nevada | 2,891 | 325 | 10 | 3.1% | 3.5 |
| New Hampshire | 1,331 | 114 | 3 | 2.6% | 2.3 |
| New Jersey | 8,958 | 562 | 18 | 3.2% | 2.0 |
| New Mexico | 2,085 | 298 | 7 | 2.3% | 3.4 |
| New York | 19,796 | 1,121 | 36 | 3.2% | 1.8 |
| North Carolina | 10,043 | 1,379 | 23 | 1.7% | 2.3 |
| North Dakota | 757 | 131 | 1 | 0.8% | 1.3 |
| Ohio | 11,613 | 1,110 | 25 | 2.3% | 2.2 |
| Oklahoma | 3,911 | 643 | 6 | 0.9% | 1.5 |
| Oregon | 4,029 | 447 | 8 | 1.8% | 2.0 |
| Pennsylvania | 12,803 | 1,200 | 16 | 1.3% | 1.3 |
| Rhode Island | 1,056 | 45 | 0 | 0.0% | 0.0 |
| South Carolina | 4,896 | 977 | 16 | 1.6% | 3.3 |
| South Dakota | 858 | 133 | 1 | 0.8% | 1.2 |
| Tennessee | 6,600 | 958 | 10 | 1.0% | 1.5 |
| Texas | 27,469 | 3,516 | 50 | 1.4% | 1.8 |
| Utah | 2,996 | 276 | 5 | 1.8% | 1.7 |
| Vermont | 626 | 57 | 4 | 7.0% | 6.4 |
| Virginia | 8,383 | 753 | 15 | 2.0% | 1.8 |
| Washington | 7,170 | 568 | 14 | 2.5% | 2.0 |
| West Virginia | 1,844 | 268 | 1 | 0.4% | 0.5 |
| Wisconsin | 5,771 | 566 | 15 | 2.7% | 2.6 |
| Wyoming | 586 | 145 | 0 | 0.0% | 0.0 |
| U.S. Total | 321,419 | 35,092 | 818 | 2.3% | 2.5 |
| Puerto Rico | 3,474 | 309 | 11 | 3.6% | 3.2 |

Source: FARS 2015 ARF. Population estimates from Estimates of the Total Resident Population and Resident Population Age 18 Years and Older for the United States, States, and Puerto Rico: July 1, 2015 (SCPRC-EST2015-18+POP-RES); Source: U.S. Census Bureau, Population Division; Release Date: December, 2015; Retrieved from www.census.gov/programs-surveys/popest.html.

## Fatalities by City

For each U.S. city with a population of over 500,000, Table 7 shows the population, total traffic fatalities, pedalcyclist fatalities, the percentage of total traffic fatalities that were pedalcyclist, and the population based fatality rates for both all traffic fatalities and pedalcyclist fatalities in 2015. The large cities with the highest pedestrian fatality rates were Albuquerque (8.94 pedalcyclist fatalities per 1 million people) and Tucson (7.52 pedalcyclist fatalities per 1 million people). Of those major cities that had pedalcyclist fatalities, the cities with the lowest fatality rates were Dallas (0.77 pedalcyclist fatalities per 1 million people) and Indianapolis (1.17 pedalcyclist fatalities per 1 million people). Four major cities did not report any pedalcyclist fatalities in motor vehicle crashes in 2015 – Boston, El Paso, Nashville, and Oklahoma City.

Table 7

**Population, Total Traffic Fatalities, Pedalcyclist Traffic Fatalities, and Fatality Rates in Cities With Populations of 500,000 Or Greater, 2015 (sorted by highest to lowest resident population)**

| City | Resident Population | Total Traffic Fatalities | Pedalcyclist Fatalities | Percentage of Total Traffic Fatalities | Fatality Rate per 1 million Population | |
|---|---|---|---|---|---|---|
| | | | | | Total | Pedalcyclist |
| New York, NY | 8,550,405 | 241 | 13 | 5.4% | 28.19 | 1.52 |
| Los Angeles, CA | 3,971,883 | 224 | 16 | 7.1% | 56.40 | 4.03 |
| Chicago, IL | 2,720,546 | 121 | 7 | 5.8% | 44.48 | 2.57 |
| Houston, TX | 2,296,224 | 211 | 5 | 2.4% | 91.89 | 2.18 |
| Philadelphia, PA | 1,567,442 | 93 | 7 | 7.5% | 59.33 | 4.47 |
| Phoenix, AZ | 1,563,025 | 193 | 8 | 4.1% | 123.48 | 5.12 |
| San Antonio, TX | 1,469,845 | 155 | 4 | 2.6% | 105.45 | 2.72 |
| San Diego, CA | 1,394,928 | 95 | 3 | 3.2% | 68.10 | 2.15 |
| Dallas, TX | 1,300,092 | 174 | 1 | 0.6% | 133.84 | 0.77 |
| San Jose, CA | 1,026,908 | 64 | 5 | 7.8% | 62.32 | 4.87 |
| Austin, TX | 931,830 | 105 | 2 | 1.9% | 112.68 | 2.15 |
| Jacksonville, FL | 868,031 | 125 | 3 | 2.4% | 144.00 | 3.46 |
| San Francisco, CA | 864,816 | 38 | 4 | 10.5% | 43.94 | 4.63 |
| Indianapolis, IN | 853,173 | 95 | 1 | 1.1% | 111.35 | 1.17 |
| Columbus, OH | 850,106 | 57 | 4 | 7.0% | 67.05 | 4.71 |
| Fort Worth, TX | 833,319 | 83 | 1 | 1.2% | 99.60 | 1.20 |
| Charlotte, NC | 827,097 | 69 | 2 | 2.9% | 83.42 | 2.42 |
| Seattle, WA | 684,451 | 26 | 1 | 3.8% | 37.99 | 1.46 |
| Denver, CO | 682,545 | 51 | 2 | 3.9% | 74.72 | 2.93 |
| El Paso, TX | 681,124 | 50 | 0 | 0.0% | 73.41 | 0.00 |
| Detroit, MI | 677,116 | 130 | 1 | 0.8% | 191.99 | 1.48 |
| Washington, DC | 672,228 | 23 | 1 | 4.3% | 34.21 | 1.49 |
| Boston, MA | 667,137 | 14 | 0 | 0.0% | 20.99 | 0.00 |
| Memphis, TN | 655,770 | 102 | 3 | 2.9% | 155.54 | 4.57 |
| Nashville-Davidson metropolitan area, TN | 654,610 | 66 | 0 | 0.0% | 100.82 | 0.00 |
| Portland, OR | 632,309 | 36 | 2 | 5.6% | 56.93 | 3.16 |
| Oklahoma City, OK | 631,346 | 86 | 0 | 0.0% | 136.22 | 0.00 |
| Las Vegas, NV | 623,747 | 58 | 4 | 6.9% | 92.99 | 6.41 |
| Baltimore, MD | 621,849 | 35 | 1 | 2.9% | 56.28 | 1.61 |
| Louisville/Jefferson County metropolitan area, KY | 615,366 | 80 | 2 | 2.5% | 130.00 | 3.25 |
| Milwaukee, WI | 600,155 | 67 | 1 | 1.5% | 111.64 | 1.67 |
| Albuquerque, NM | 559,121 | 56 | 5 | 8.9% | 100.16 | 8.94 |
| Tucson, AZ | 531,641 | 64 | 4 | 6.3% | 120.38 | 7.52 |
| Fresno, CA | 520,052 | 15 | 1 | 6.7% | 28.84 | 1.92 |

Source: FARS 2015 ARF. Population estimates from Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, Ranked by July 1, 2015 Population: April 1, 2010, to July 1, 2015; Source: U.S. Census Bureau, Population Division; Release Date: May 2016. Retrieved from http://factfinder2.census.gov/bkmk/table/1.0/en/PEP/2015/PEPANNRSIP.US12A.

## Important Safety Reminders

- All bicyclists should wear properly fitted bicycle helmets every time they ride. A helmet is the single most effective way to prevent head injury resulting from a bicycle crash.
- Bicyclists are considered vehicle operators; they are required to obey the same rules of the road as other vehicle operators, including obeying traffic signs, signals, and lane markings. When cycling in the street, cyclists must ride in the same direction as traffic.
- Drivers of motor vehicles need to share the road with bicyclists. Be courteous – allow at least three feet of clearance when passing a bicyclists on the road, look for cyclists before opening a car door or pulling from a parking space, and yield to cyclists at intersections and as directed by signs and signals. Be especially watchful for cyclists when making turns, either left or right.
- Bicyclists should increase their visibility to drivers by wearing fluorescent or brightly colored clothing during the day, and at dawn and dusk. To be noticed when riding at night, use a front light and a red reflector or flashing rear light, and use retro-reflective tape or makrings on equipment or clothing.

*— NHTSA's Office of Safety Programs*

For more information on Bicycle Safety visit www.nhtsa.gov/Driving-Safety/Bicycles.

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## For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsarequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/NCSA. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Children, Large Trucks, Motorcycles, Occupant Protection, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers.* Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation
**National Highway Traffic Safety Administration**