

# Traffic Safety Facts

2015 Data

March 2017

DOT HS 812 382



## 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 higher 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.



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**National Highway Traffic Safety  
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## Bicyclists and Other Cyclists

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 higher than the 729 pedalcyclists killed in 2014, while there were 10 percent fewer pedalcyclists injured than the estimated 50,000 injured in 2014.

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).

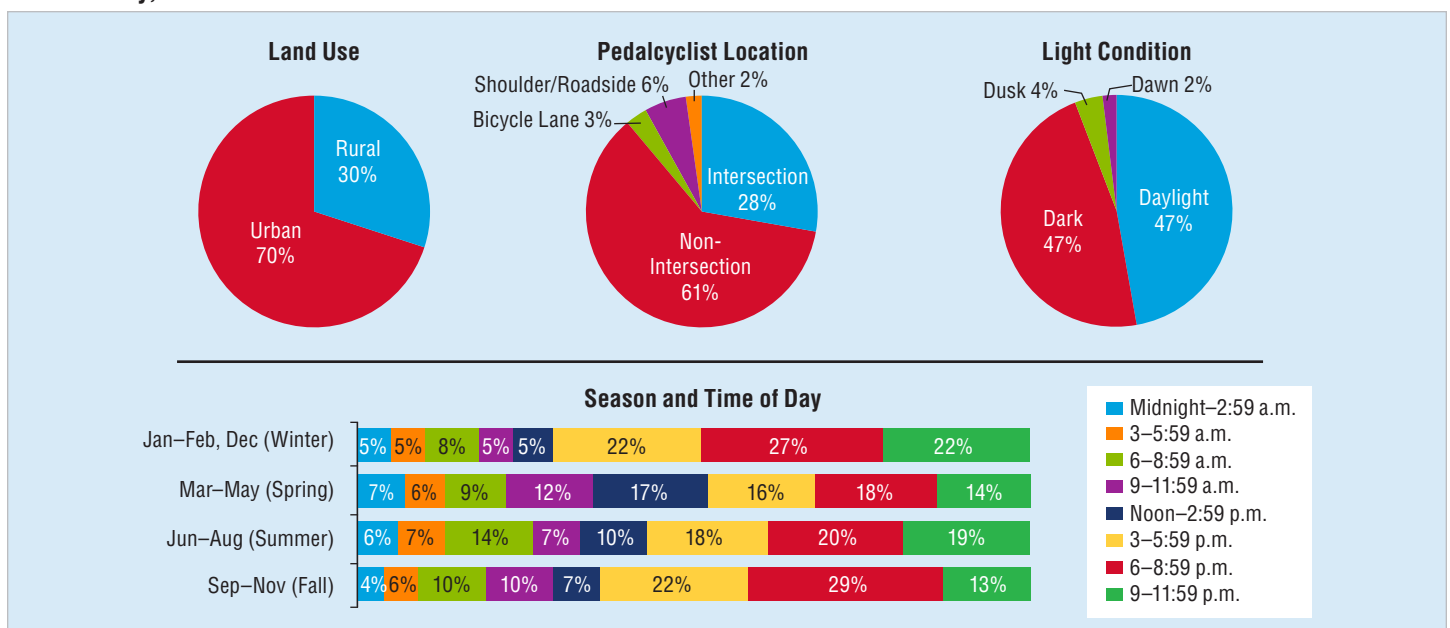
### Environmental Characteristics

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.

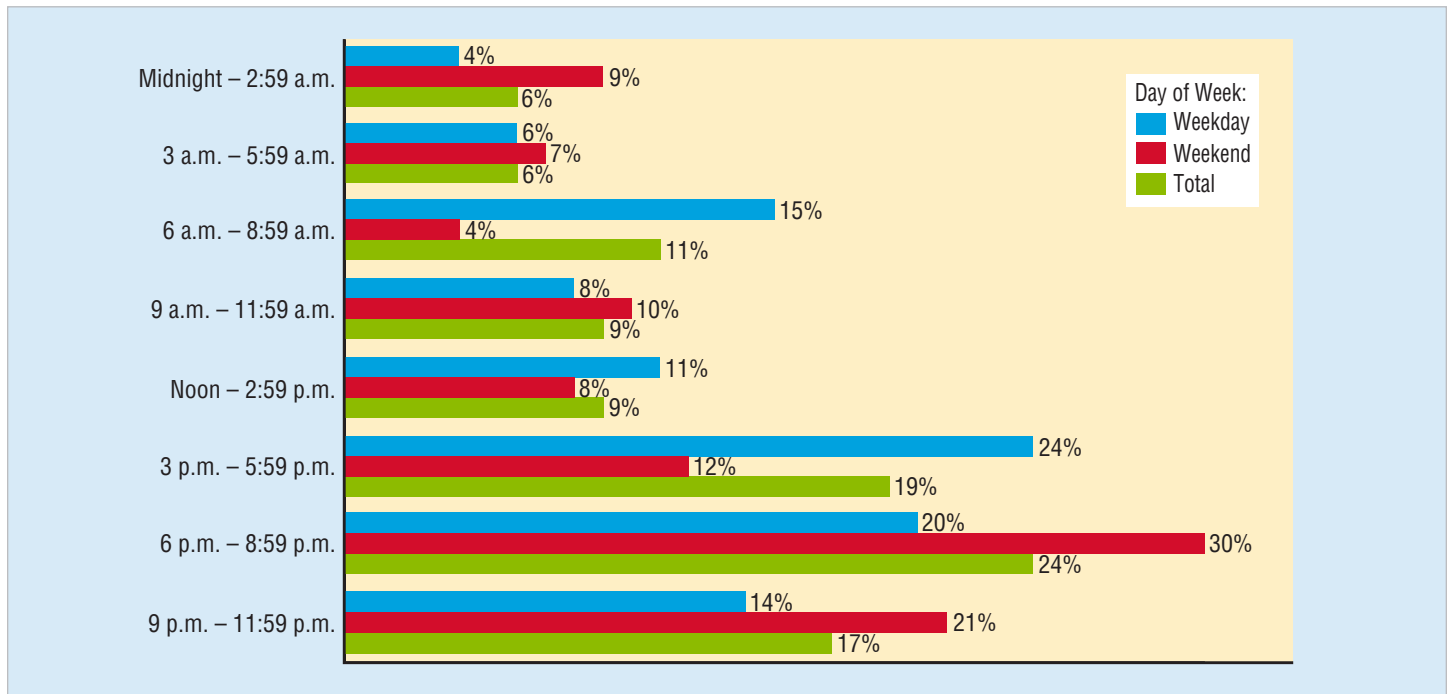
## Time of Day and Day of Week

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
<b>Total†</b>	<b>697</b>	<b>158,229</b>	<b>4.40</b>	<b>120</b>	<b>163,190</b>	<b>0.74</b>	<b>817</b>	<b>321,419</b>	<b>2.54</b>

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
<b>Total</b>	<b>36,000</b>	<b>158,229</b>	<b>229</b>	<b>9,000</b>	<b>163,190</b>	<b>54</b>	<b>45,000</b>	<b>321,419</b>	<b>140</b>

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 frequent 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 Number
	Front		Right Side		Left Side		Rear		Other/Unknown		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
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 fatalities, West Virginia had the lowest fatality rate per million population (0.54) followed by Connecticut (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
<b>U.S. Total</b>	<b>321,419</b>	<b>35,092</b>	<b>818</b>	<b>2.3%</b>	<b>2.5</b>
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](http://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/PEPANRSIP.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 markings on equipment or clothing.

— NHTSA's Office of Safety Programs

For more information on Bicycle Safety visit [www.nhtsa.gov/Driving-Safety/Bicycles](http://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](mailto:ncsarequests@dot.gov). General information on highway traffic safety can be found at [www.nhtsa.gov/NCSA](http://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/>.



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